

## ATTACHMENT A: HISTORICAL REFERENCES

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### The Electric Interurban Railways in America

By George W. Hilton, John Due

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street railway standards. The longest of these was the line to St. Charles, originally the *St. Louis St. Charles and Western*. This line was abandoned in 1932. The second major route was that to Florissant, completed in 1891 as one of the earliest inter-city trolley routes in the country.

**ST. FRANCOIS COUNTY RAILROAD**

The only interurban in the area south of St. Louis was the *St. Francois County*, completed between De Lassus and Flat River via Farmington on December 22, 1904, in the lead- and zinc-mining area of southeast Missouri (see map, p. 340). For many years it was operated by the Mississippi River & Bonne Terre, a steam railroad affiliated with the Missouri & Illinois, and extending southward from a connection with the M&I at Riverside to the Bonne Terre mining area. Trains of the *St. Francois County* connected with MR&BT trains at Esther for Farmington and De Lassus, where a connection was also made with the Missouri Pacific.

In 1926 the steam-road parent line was abandoned south of Elvins and the *St. Francois* resumed independent operation, after it was sold to local businessmen. Its connections were now with the Missouri Pacific at De Lassus, and the Missouri & Illinois at Hurryville, the paralleling segment from Flat River to Hurryville being abandoned in 1927. Passenger service was discontinued in 1927 and freight trains operated with the two interurban passenger cars. Most of the business was to and from Farmington, which now had no other railroad. Diesel power eventually replaced electricity. In 1957 the road was finally abandoned when most of its remaining business, handling coal to a hospital, was lost when gas was substituted.

**MEXICO INVESTMENT AND CONSTRUCTION COMPANY**

One of the most important factors in the

after attempts at reorganization failed, was torn up the following year.

**KANSAS CITY AREA ROADS**

Five interurbans operated out of Kansas City: one company, with two routes, serving Missouri points, and the other four extending westward into Kansas.

**KANSAS CITY CLAY COUNTY AND ST. JOSEPH RAILWAY<sup>45</sup>**

The largest Kansas City system was that of the Kansas City Clay County and St. Joseph, whose 79 miles of line were brought into operation at the relatively late date 1913. A 28-mile line, completed January 13, extended eastward through Avondale and Liberty to Excelsior Springs. The 51-mile line to St. Joseph on the Missouri side of the river, via Dearborn and Faucett, opened May 5, 1913, was for many years operated on hourly schedules. Two hours were required for the run, 20 minutes of which were used to travel the 2 miles from the Kansas City terminal at 13th and Walnut on streetcar tracks across the Missouri River bridge. The two terminal cities were large enough to provide substantial through traffic. The road was built on a private right-of-way, to relatively high standards, with 1,200-volt power. In the mid-twenties the road was relatively profitable, with gross revenues of over \$700,000 annually, and net before interest of \$150,000. Despite increased car usage, revenue fell only slightly up to 1929. The depression, however, caused a disastrous drop in business, the 1932 gross being well under half that of 1929. The road entered receivership in 1930, and was abandoned on March 10, 1933. This line without question would have lasted for many years had it not been so severely affected by the depression, or if the owners had been willing to hold out another year or so. This is one of the few cases in which owners deliberately liquidated a road early in the period

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*Here's a story from the 'St Louis Post Dispatch' 1955, submitted by David Beckermann. The photos are from Mr. Beckermann's personal collection.*

**Missouri and Illinois Rail Line Had Stormy Career From Start**  
Phil Eydmann, Who Operated First Engine, Tells Story of Road's Construction and Later Difficulties  
*By WAYNE LEEMAN, a staff correspondent of the St. Louis Post-Dispatch. (1955)*



Missouri & Illinois 2-8-0 #12 Ste Genevieve, Missouri. - [David Beckermann](#) Collection

STE. GENEVIEVE, MO - It isn't often that a man who helped build a railroad 53 years ago is still around to talk about it. It is even more rare to find such a person

readily conversant with essential dates and related facts.

That's exactly the situation with Phil Eydmann, veteran engineer living here who retired in 1943. The railroad in question is the Missouri-Illinois, since 1929 a subsidiary of the Missouri Pacific Lines.



M&I #25 pulling a cut of cars up the incline from the transfer boat, the "Ste Genevieve" at Ste Genevieve, MO, on the Mississippi River. Notice the idler car/caboose just behind the steam tender. The M-&I had several of these cars, used to "reach" the freight cars and draw them from the ferry without putting the full weight of the locomotive on the deck. - David Beckermann Collection

#### Crossed on Sand Barge

Eydmann was sent over by sand barge from Illinois with an engine to run a work train on July 9, 1902. Thirteen months later he operated the first passenger special for which rides were free. He kept running trains for 40 more years before stepping aside to take it easy. He is now 77 years old.

The veteran engineer liked people and met a lot of them. He was interested in facts, asked questions and remembered the answers. As a result, general conversation with him produces many details little emphasized if ever mentioned at all.

There are two main parts of the Missouri-Illinois, often called the Mike and Ike for obvious reasons. One runs from Bonne Terre to Riverside and basically is the old Bonne Terre and Mississippi River railroad. It plays little part in this story.





A rather famous shot of the 3rd "Ste Genevieve", the Missouri-Illinois rail car ferry, which was retired in 1961. The Transfer Boat is seen with a steam engine pulling a cut of cars off the deck. The boat itself has two steam engines, one on each side, with dual paddlewheels. - David Beckermann Collection

#### Car Ferry Still Used

The other is the line that runs from Bismark to Salem, Ill. From the time the sand barge brought Eydmann and engine to the newly made incline here 53 years ago, the sections on each side of the Mississippi have depended on a car ferry for crossing.

The present boat, third in service, is the Ste. Genevieve, one of the few left on the Father of the Waters.

The story of this piece of railroad is inextricably woven into the fabulous career of the late Chicago financier, John R. Walsh, whom Eydmann met and talked with many times.

A yellow and tattered clipping in the reference department of the Post-Dispatch dated Dec. 24, 1905, devotes almost a page to a review of Walsh's career. It describes him as a newsboy who became a multi-millionaire, then was "ruined by the enemies he loved to make".

Born in 1837 in Ireland, he came with his parents in Gold Rush days to Chicago; the city knew the family virtually from then on. Walsh died not long after the story appeared.



Here's an early shot of the old M&I Depot in Ste. Genevieve, MO. The track closest to the camera is the Frisco's mainline to St Louis. - David Beckermann Collection

### Headed 3 Banks

President of three banks, he engaged in industrial activities that rivaled the listings on the stock exchange board. Apparently the events that led to building the line from Ste. Genevieve to Bismark started when he loaned \$400,000 to the old Centralia and Chester, an amount which is one of the details supplied by Eydmann.

It went into receivership in 1898; Walsh bought it to protect his interest in May 1901. At that time he gave it the name Illinois Southern. With a railroad on his hands, he decided to expand the system by finding a new market for his Indiana coal holdings.

The Lead Belt attracted his attention, leading to construction plans. Eydmann recalls that originally the line was to go on to Salem, Mo., to tap the timber resources of that part of the state. Walsh's financial difficulties ended that.

Another who remembers the same thing is Leo (Bill) Rehm, who worked at 17 on construction of the Missouri and Illinois and now is senior conductor on the run to Bismark. He and Eydmann worked together for years.



The Ste Genevieve depots, the M & I / MoPac on the left and the Frisco on the right, sometime in the mid to late 60's. The crossover track allowed M&I trains to head south on the Frisco towards Cape Girardeau, MO. The Frisco depot was

demolished in the 80's, while the MoPac depot survived until 2002. - David Beckermann Collection

### Trouble Develops

When Eydmann arrived with the engine, there was only a little track beyond the incline. There was also serious trouble ahead. Putting down the new rail had progressed only into what is now downtown Ste. Genevieve when difficulties developed with the Frisco.

That railroad, having only recently taken over the old Hauck properties, wanted to get on the inside nearest the town. After work stopped one evening, the Frisco, Eydmann relates, put its own track across, spiking it heavily in place. And then added two freight cars on the crossing for good measure.

The Illinois Southern construction foreman promptly directed Eydmann to "kick" two cars of rails with his engine in such a way to overturn the others. Before that the Frisco had gone to Hillsboro to get an injunction against interference.

When Eydmann complied, he, his fireman and 26 other men were put in jail by the sheriff and held there 24 hours. This was about July 27, 1902. Legal details were soon cleared to permit construction to continue.

The next major obstacle was a natural one - the crossing of the valley of Rough Creek. It required a bridge, still standing, which is 693 feet long and 105 feet high in its tallest place. Work began, the retired engineer recalls, on Sept. 1, 1902. He went over with the first engine on Nov. 8 of the same year. In addition there were fills of 500 feet on the west and 300 feet on the east.

The first passenger service was from Ste. Genevieve to Bismark where connection was made with an accommodation train to St. Louis. When the Frisco's shorter line was completed, the service was changed. First it was from Salem, then Chester to Bismark before being eliminated entirely in November 1918.



M&I #74, an Alco RS-3 unit and the idler car/caboose sitting at the engine house at Ste. Genevieve, MO. Built in March 1955, Engine #74 was later renumbered as MI 973, then MI 1092 before finally being retired in February 1974. - David Beckermann Collection

### Transfer Boat Sinks

Financial difficulties were brewing for the little road in that period. They were brought to a head when the first Ste. Genevieve, also the first regular transfer boat, sank on the Illinois side. This boat was two-tracked and had a wooden hull.

Partly as a result of its sinking, the road went into receivership, closing down completely Dec. 12, 1919. When it reopened March 21, 1921, it had been purchased by the St. Joseph Lead Company.

The original Ste. Genevieve was replaced by the Kellogg, a two-track, 12-car boat, which lasted only a year. At that time it was shifted to Angola, La., for sand service where it sank. The present steel hulled Ste. Genevieve, built in 1922 at Charleston, W.Va., started in that year and has been on the job since. It can carry 18 cars on three tracks, generally operates eight to 13 hours a day.



M&I enginehouse at Ste. Genevieve, MO with M&I caboose sitting on the lead. - *David Beckermann Collection*

Eydmann, who had been working in Bonne Terre at his original trade of machinist, while the road was shut down, came back here as engineer, then served as roundhouse foreman for the next 10 years.

When the line resumed operation, the local freight crew switched the lime plant just outside town, getting as many as 10 cars a day. Currently it is the Mississippi Lime Co., a major industry, and shipments averaging 75 cars daily are an economic mainstay of the railroad. Not long ago 131 cars were billed out in one 24-hour period. Switch crews work there round the clock.

Eydmann, born near Marissa, Ill., on a farm, met his wife, the former Carrie D. Yeager when boarding at her parent's home near Farmington in construction days. A son, also named Phil, is a fireman here, qualified as an engineer.

*By WAYNE LEEMAN, a staff correspondent of the St.Louis Post-Dispatch. (1955)  
Special thanks to David Beckermann for sharing from his personal collection.*

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Missouri Illinois 4-4-0 #205 - the MoPac subsidiary's power is shown in a fireman's side view with two passenger cars. On the white border, below the photo, Furler wrote the





name of the railroad, its length, and number of engines and cars. - *Donald W. Furler Photo/T. Greuter Collection*



Missouri-Illinois #502 - a fireman's side view of a 2-8-2. - *Donald W. Furler Photo/T. Greuter Collection*



Missouri-Illinois #1065 - this GP12 (ex-RS3) is caught pausing between chores. Taken in the St Louis-Dupo area in the 1980's. - *Jerry Carson Photo/T. Greuter Collection*



MP/ M&I 50' "Cusion Car" from the late 70's at the rail yard in Ste Genevieve, Missouri. The M & I boxcar had lost its MI reporting mark and been re-lettered MP. - *Dave Beckermann Photo*

### A Brief History of the Missouri-Illinois

The Missouri-Illinois was part of MoPac's family since the steam-filled days of April, 20 1929. M-I subsidiary MRBT (Mississippi River & Bonne Terre) was leased by M-I. The Missouri-Illinois was a major shortline running along both sides of the Mississippi River south of St. Louis. It was wholly owned by the Missouri Pacific from July 1, 1929 after the consolidation of a number of Missouri and Illinois shortlines. The M-I served the rural parts of Missouri and Illinois - for a small railroad it was an impressive carrier of freight, mineral ore, coal, passengers, and even operated a ferryboat transfer service, all in just 200 miles of mainline.

The Missouri-Illinois was originally formed in 1921 out of the bankrupt Illinois Southern (itself the consolidation of the old Illinois Southern and the Southern Missouri Railway - both created in 1900 to build a route from Mississippi to Kansas City) The Illinois Southern suffered a major disaster when its steamship ferry sank in 1920, literally taking half of the railroad with it, thus forcing the railroad out of business. This foreclosure brought about the creation of the M-I, which took over the line.

The Mississippi River & Bonne Terre RR (MR&BT) was the primary subsidiary of the M-I. Formed on May 11, 1888 and spreading from Bonne Terre northward to Riverside, Missouri and connecting to the St. Louis, Iron Mountain & Southern, the MR&BT road operated over 66 miles of railline at its peak. Its primary resource was the wealthy mineral stronghold of southeastern Missouri.


M-I is fondly remembered for their ALCo diesels. The road bucked the EMD trend and bought almost exclusively ALCo-built road switchers for their operations (with the exception of a few EMD switch engines). First came a single RS-2 (one of only four system-wide) The M-I must have liked the RS, because for their next acquisition they again ignored the popular GP7 in preference for the new RS-3 roadswitcher, purchasing a total of 13 of these units, a third of the total acquired by the whole MoPac system. These units had "Missouri Illinois" spelled out on their sides in the blue and gray scheme. By the age of the screaming eagles, ownership


of these units was reduced to simple sublettering under the parent company's emblem.

The Missouri Pacific acquired a controlling interest in both the M-I and the MR&BT on July 1st, 1929. These two shortlines were then consolidated and the Missouri-Illinois ran as a subsidiary until October 25th, 1978. The small Missouri-Illinois was the last railroad to officially fall under the Mopac flag, being merged on November 1, 1978.

Sources:  
*Cabooses of the Missouri Pacific Lines*, by G. J. Michels  
*Missouri Pacific Diesel Power*, by Kevin EuDaly

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## HISTORY/TRIVIA/FACTS

### JEFFERSON BARRACKS HISTORIC TIMELINE

#### **The Nation's Oldest Active Military Installation West of the Mississippi River**

**1673** – French Catholic missionaries and explorers Louis Joliet and Peres Jacques Marquettes discover the Mississippi River and name it in honor of “La Riviere de l’Immaculee Conception.” During their explorations, they discover a Mississippian Indian village along the western bank of the Mississippi River, which would later become the site for the City of St. Louis. Prehistoric burial mounds of the Mississippian culture (which included many tribes) once dotted the landscape all around the St. Louis area, hence one of the nicknames for St. Louis, as “The Mound City.” Remnants of these prehistoric burial mounds still exist around St. Louis, and the majority of them have been preserved across the Mississippi River in Cahokia, Illinois, at the historic site now known as “Cahokia Mounds.”

**1703** - Another group of French Catholic priests establish a mission where the River Des Peres flows into the Mississippi river, between St. Louis and Jefferson Barracks. “Rivieres des Peres,” French for “River of the [Catholic] Fathers.”

**1763** – Frenchman Pierre Laclède de Liguist and his 13 year-old step-son Auguste Chouteau, coming up the Mississippi river from New Orleans, come across this same Mississippian Indian village.

**1764** – Laclède and young Chouteau, along with a group of other Frenchmen, establish a trading post at this Mississippian village. Instead of naming it “Laclède’s Village” at the suggestion of young Chouteau, Laclède prefers to name the village “Saint Louis” in honor of the Patron Saint of France, King Louis IX. Louis was the King of France until his death in 1270 and the only French King to be canonized as a saint. Significant to the relationship between St. Louis and Jefferson Barracks is the fact that Saint Louis was a “Soldier-King.” The beautiful, large statue of Saint Louis in his kingly soldier regalia, majestically riding on horseback in front of the St. Louis Art Museum, signifies this fact.

**1768** – The Spanish establish Fort Don Carlos at the confluence of the Missouri and Mississippi Rivers, about 15 miles north of St. Louis. Fort Don Carlos was abandoned 12 years later in 1780, when Fort San Carlos was built in St. Louis.

**1780** – Fort San Carlos is built, near today’s downtown intersection of Broadway and Walnut in St. Louis. Fort San Carlos is the location of the only Revolutionary War battle west of the Mississippi River, that same year in May, 1780.

**1804** – President Thomas Jefferson purchases the “Louisiana Territory” (which includes the St. Louis area) from France, and this area (Territory of Missouri) becomes part of the United States, while retaining its French and Spanish heritage and influence.

**1805** – Fort Bellefontaine is established by the US Military, near the old Fort Don Carlos, at the confluence of the Missouri and Mississippi Rivers. It was originally known in French as Cantonement Belle Fontaine (meaning “camp near the beautiful spring or fountain”).

**1809** – St. Louis is incorporated as a town.

**1821** – Missouri becomes the 24th State of the United States of America.

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#### **JEFFERSON BARRACKS**

**1826** – The military decides, for various reasons, to abandon Fort Bellefontaine and the commander of the fort, Colonel Henry Atkinson, is among a group of men who scout out and discover the area of Jefferson Barracks. He leaves a detachment back at Fort Bellefontaine under the command of John Whistler, the grandfather of famous painter James McNeill Whistler, whose painting, “Whistler’s Mother,” is well-known. Jefferson Barracks, comprising over 1,700 acres, is acquired from the village of Carondelet, and the post is named in honor of Thomas Jefferson, who had died that year on July 4th. It becomes the fourth military post established in the area since 1768. Jefferson Barracks becomes the army’s first “Infantry School of Practice” or “basic training center” or “boot camp”. By December, contingents of the 1st 3rd and 6th infantry are at the new Jefferson Barracks, totaling 679 men, under the command of the now Brevet Major-General Henry Atkinson.

**1827** – The 6th Infantry comes to Jefferson Barracks. Colonel Leavenworth leaves for the Kansas territory, where Cantonment (later Fort) Leavenworth is established in his name. The first military ball is held at Jefferson Barracks. Congress brings the news of Indian hostilities to the commanders of Jefferson Barracks. Troops from Jefferson Barracks are sent out to engage the Winnebago Indians, suppress their hostilities and capture the main offenders. Contractors Yarnell and Mitchell build subsistence stores at Jefferson Barracks at a cost of \$33,459.00. Congress authorizes the purchase of land in St. Louis for the building of an arsenal, to be protected by troops from Jefferson Barracks.

**1828** - Troops from Jefferson Barracks are increasingly ordered out to areas that are menaced by Indians. It becomes more and more necessary to provide escort for immigrants and settlers heading west. George Hancock Kennerly served as a lieutenant in the War of 1812, and came to St. Louis in 1813. In 1828, he became postmaster at Jefferson Barracks, and during the Mexican War he served as assistant quartermaster. He was married to Alziere Menard, daughter of Frenchman Pierre Menard, the first lieutenant governor of Illinois. George Kennerly died at Jefferson Barracks on January 28, 1867. Kennerly Road in South St. Louis County is named for his family.

**1829** – It becomes necessary for troops from Jefferson Barracks to provide protection along the Santa Fe Trail from St. Louis to California.

**1831** – Major General Gaines at Jefferson Barracks, collaborating with General Leavenworth, forwarded a recommendation to the War Department in Washington, for the building of the Pacific Railroad to the Pacific Ocean.

**1832** – Troops from Jefferson Barracks are ordered to the Fox and Sac Indian War in northern Illinois and Wisconsin (then part of the Northwest Territory).

- Zachary Taylor (future president) leads troops from Jefferson Barracks to fight in the Black Hawk War, which culminates in the defeat of Black Hawk at Bad Axe River.

- 2nd Lieutenant Jefferson Davis, stationed at Fort Crawford, is ordered to Galena, IL during the Black Hawk War. He escorted the captured Indian Chief Black Hawk and several other warriors, who were in leg irons, to Jefferson Barracks where Chief Black Hawk and the warriors were imprisoned. While in prison, the writer Washington Irving comes to interview Chief Black Hawk, and the painter George Caitlin comes to paint his portrait. Jefferson Davis stays at Jefferson Barracks.

**1833** - The 1st Regiment of Dragoons (later the 1st US Cavalry) was organized at Jefferson Barracks by Col. Henry Dodge. There were soon five companies of dragoons at Jefferson Barracks. Col. Thronton Grimsley, saddle manufacturer in St. Louis, invented and patented the ‘Dragoon Saddle’ favored by the army for many years.

- Jefferson Davis is promoted to 1st lieutenant of the 1st Dragoons and later becomes regimental adjutant. He is sent to Fort Gibson in 1834 and retires his commission from the army in 1835 and becomes a congressman from Mississippi in 1843. Starting in the 1830’s efforts were made to



create a trans-continental railroad from Jefferson Barracks to the Pacific Ocean. Jefferson Davis was one of the main opponents to these efforts, preferring a trans-continental railroad to run through the south. Davis later becomes president of the Confederacy during the Civil War.

**1835** - Dr. William Beaumont, proclaimed one of the six great heroes of "American Medical Scientists," began a five year tour as surgeon general for the post.

**1836** - Missouri volunteers and US troops depart for service in Florida against the Seminole Indians.

**1837** - Dr. John Emerson reports for duty with his slave named Dred Scott. (Scott's famous court trials led to the Emancipation Proclamation in 1863.)

-1st Lt Robert E. Lee resided at Jefferson Barracks while he was in charge of engineering work to control the channel of the Mississippi River at St. Louis.

**1841** - The sundial, one of the oldest landmarks on the post, is installed. For years it was the official post chronometer.

**1843** - 2nd Lt. Ulysses S. Grant comes to Jefferson Barracks for his first assignment after West Point.

- Lt. Col. Ethan Alien Hitchcock brings the 3rd Infantry to Jefferson Barracks. With this addition Jefferson Barracks becomes for a time the largest military establishment, including all or part of every army regiment.

**1844** - 4th US Infantry and Missouri volunteers under General Zachary Taylor depart in a build up caused by the tensions with Mexico over their claim to the Republic of Texas (Texas had applied for admission to the Union). Jefferson Barracks serves as a staging post for the campaigns of the Mexican War.

- 2nd Lt. Winfield Scott Hancock was assigned to the 6th Infantry at Jefferson Barracks, thus beginning his brilliant career.

**1846** - On 13 May Congress declared war on Mexico after General Taylor's troops clashed with Mexican forces at Palo Alto resulting in American casualties.

- In a couple of weeks time, 11 companies were formed from both volunteers and three companies of the 64th Missouri Militia. They were shipped to New Orleans and organized into a regiment designated as the "St. Louis Legion."

- Congress substituted the name "Cavalry" for "Dragoons." The two existing regiments were numbered in order of their formation. Eighty percent of the new 3rd Cavalry was organized at Jefferson Barracks.

- Lt. Braxton Bragg arrived with Batteries B and C of the 3rd Artillery. He left shortly after to join Gen. Zachary Taylor and became an outstanding hero in the Mexican war.

- General Stephen Watts Kearney, was joined by the famous Colonel Doniphan at Jefferson Barracks, and with nearly 1,600 men (which included Lt. Sterling Price, later to become commanding general of Missouri's Confederate forces) made an overland march of over 1,000 miles along the Santa Fe Trail to Santa Fe, New Mexico in 50 hard, grueling days. As a result of this expedition, New Mexico, Arizona, and Southern California were annexed by the US.

**1847** - On 14 September Mexico City fell and the war ended. The prestige of the US grew and 30 million square miles of land was added to its territory. Jefferson Barracks could stand proudly as the place where the outstanding leaders and troops of this victory received their training and seasoning.

**1848** - Many of the troops who fought in the Mexican War returned to Jefferson Barracks and were mustered out.

U.S. Grant married Julia Dent, daughter of Col. Frederick Dent. Capt. James Longstreet was his best man.

Brevet Captain Nathaniel Lyon comes to Jefferson Barracks from the Mexican War, and later receives orders to go to California. After being in California for a long time, he is transferred to the border wars in Nebraska and Kansas along the Missouri border in the 1850's.

**1849-50** - A cholera epidemic swept through various parts of the country, including St. Louis and at Jefferson Barracks, where many soldiers died, including Col. W. J. Worth and Brevet Brig Gen Richard B. Mason. Worth Road on which the Missouri Civil War Museum is located, is named in honor of Colonel Worth.

- A riot broke at the end of July during the early morning hours, when a group of Irishmen attacked a group of firemen trying to put out fires that had erupted and spread on the steamers Algonia, Mary,

Phoenix, San Francisco and Dubuque at the St. Louis riverfront. The mayor had to call out the militia (the St. Louis Greys) and federal troops from Jefferson Barracks, to come and help quell the escalated rioting.

**1850** – According to the Missouri Republican, an “aerolite” (meteor) weighing half a ton, struck the earth near Jefferson Barracks on January 25, 1850.

- Dred and Harriet Scott are living at Jefferson Barracks, where daughter Lizzie is born. Dates for Lizzie’s birth are questionable, as 1841 and 1842 also appear in the records. But the records do confirm that she was indeed born at Jefferson Barracks.

**1851** - A limestone ordnance room, laborer’s house and barn were erected in the northeast section of Jefferson Barracks. The barn was later used during World War I as a tank maintenance and repair building.

- Francis Quinette was the contractor who built the limestone powder magazine at Jefferson Barracks. The limestone was quarried out of Jefferson Barracks own limestone quarry, which still exists to this day. The Quinette family owned land in Kirkwood, which was later donated as a cemetery for slaves, and is now known as Quinette Cemetery.

- Private James Gunn, a farrier from Jefferson Barracks, visited a “bawdy house” run by Miss Elizabeth Hollis, where he died suddenly. His comrades back at Jefferson Barracks suspected foul play and attacked the house, smashing the inside to pieces and setting it on fire. The police came and shots were exchanged between police and soldiers. Eleven soldiers were arrested and turned over to civil authorities by Major Sanderson, Commandant of Jefferson Barracks.

- General Winfield Scott Hancock came to Jefferson Barracks as a young lieutenant. He fell in love with Missouri and intended to retire here. He was married to Elmira Russell, of an affluent St. Louis grocer family, who owned a farm very near to Jefferson Barracks. The Hancock’s were at Jefferson Barracks until 1856, when he was transferred. He gained fame during the Civil War. He was the democratic nominee for president in 1880, when Missourians claimed him as their own. Hancock Road in Jefferson Barracks is named in his honor.

**1852** - The St. Louis and Iron Mountain Railroad petitioned Congress for a right-of-way through Jefferson Barracks. The army opposed this. The proposed path was too close to the ordnance magazines in the northeast part of the post. The army wished the steam engines to be shut down because of the sparks and the trains pulled through by mules. The right-of -way was granted in 1853 without that restriction.

- The postmaster general directed that daily mail service be established between St. Louis, Carondelet, and Jefferson Barracks.

**1854** - The Missouri Compromise is repealed. With ensuing controversy over the admittance of Kansas and Nebraska to the Union, the importance of Jefferson Barracks steadily increases.

**1855** - The 6th Infantry leaves to join an expedition against the Sioux Indians. The expedition saw hard service in the west and northwest for the next few years. It escorted emigrants on the "Oregon Trail," experienced difficulties with the Mormons in Utah, and was always involved with Indian uprisings.

- An act [of Congress] making appropriations for the support of the army for the year ending the 30th of June 1855.

“Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby appropriated, out of any money in the Treasury, not otherwise appropriated, for the support of the Army for the year ending the thirtieth of June, one thousand eight hundred fifty five.”

“For the completion of magazine at Jefferson Barracks, Missouri, twenty-five thousand dollars.”

**1857** - A second stone powder magazine is constructed.

**1858** – For several decades past, certain families and the city of Carondelet had questioned the legal title/ownership of the lands encompassing Jefferson Barracks. An attorney was hired and sent to Washington to resolve the matter. On June 27, 1854, Mayor John Festor of Carondelet executed a deed (discussed and approved by the Board of the City of Carondelet) to the United States of America, by which the city of Carondelet granted, remised, released and forever quit claimed a

certain tract of land within the commons of said city of Carondelet, setting forth the boundaries with great minuteness, and containing 1,702 acres, absolutely and unqualifiedly conveying the whole title to the land in fee without any reservation whatever! The matter was thus taken care of and duly recorded in the Congressional records and in local records. The attorney representing Carondelet died before being paid by Carondelet (\$2000) and as of the year 1858, the family had never been paid by the city of Carondelet. A stipulation in the initial deed, read that if the government ever ceases to use the land for military purposes, the land will revert back to Carondelet. But with this 1854 deed, went all of the title of Carondelet to any portion of the Jefferson Barracks tract.

**1860** – Brig. Gen. William S. Harney returned to Missouri and assumed command of Jefferson Barracks.

There is much unrest in Missouri and St. Louis. Sympathies between the north and south were very closely divided. The governor and his faction had definite leanings toward the south. On the other hand there were the federal institutions such as Jefferson Barracks and the arsenal dedicated to the maintenance of the Union.

- Soldiers Merritt Griswold, Jeremiah "Jerry" Fruin, and A.J. Hollenbeck receive orders to travel from their posts in the east to Jefferson Barracks. Griswold was a baseball player from New York. There was purportedly no baseball here in St. Louis at that time. Griswold was one of the organizers of a team here in St. Louis known as "The Cyclones." Another team called "The Morning Stars" was organized, and Griswold was instrumental in organizing the first baseball game here in St. Louis in 1860 between these two teams. Soldiers soon after began organizing ball teams at Jefferson Barracks, where the sport has been played ever since. Of particular note was the "Jefferson Barracks Soldiers Nine" baseball team, which had even scouted and drafted professional ball players for the team. Although it is not known if Jeremiah Fruin was at Jefferson Barracks, these three soldiers are considered by many to be the founding fathers of baseball in St. Louis. They went on to serve honorable careers during the Civil War. Fruin started his own company, which still exists to this day, and is known internationally as the Fru-Con Corporation.

**1861** - State Guard forces of Governor Jackson of Missouri planned the erection of batteries on the hills around the St. Louis Arsenal and facing it from a river island. The state militia also assembled at Camp Jackson in St. Louis. On May 8th, Capt. Nathaniel Lyon and his friend William Tecumseh Sherman (then out of the army) discovered a clandestine shipment of arms to Camp Jackson. On May 10th, Capt. Lyon led Union troops to surround the camp, which was forced to surrender. The first troops to march for Camp Jackson, were the 1st Infantry Regiment Volunteers at Jefferson Barracks under the command of Colonel Frank Blair. This same day Sherman applied for a commission in the army.

- Ulysses S. Grant was at Jefferson Barracks at various times during the summer in consultation with the commanding officers there. He was then a colonel commanding the 21st Illinois Regiment. Sherman was commissioned a colonel in the 13th Infantry, which was to be organized at Jefferson Barracks.

- Lyon is promoted to general and given command of the Department of the West.

Brig. Gen. Lyon ordered the state militia to be disbanded. Governor Jackson responded with a call for 50,000 state guards. Lyon determined to break this organization and left Jefferson Barracks for the state capital in Jefferson City with a detachment of federal troops from the 2nd Infantry. The Governor and his staff fled the capital. A May 22, 1861 issue of the Dallas Daily Herald, states that a plot was discovered to destroy Jefferson Barracks. Attempts will be made to keep its great stores of munitions of war out of the hands of the Confederates. On June 17th, a unit of the governor's guard en route to join the Confederates was overtaken and defeated near Booneville. The war had come to Missouri.

- July 25, 1861. An act of Congress, orders the US Arsenal in St. Louis to be moved to Jefferson Barracks.

- In a six-hour battle fought near Springfield on 10 August, Brig. Gen. Lyon lost his life leading a final charge.

- Colonel Frank Blair is arrested twice by General Fremont and imprisoned each time at Jefferson Barracks.

- Philip Henry Sheridan (later General) is promoted to captain, and ordered to join the 13th Infantry at Jefferson Barracks. Later, in September, he is appointed president of the board, which was organized to audit claims against the administration of General Fremont.

- In a November 15, 1861 newspaper article in the Macon (Georgia) Daily Telegraph, Professor R.B. Todd of Missouri stated that General Sterling Price regretted not being able to take the prized Jefferson Barracks, especially because it contained "over 35,000 stands of arms and several fine

artillery batteries.” The “Battle of Jefferson Barracks” might have been monumental and pivotal in the annals of American history.

**1862** – Jefferson Barracks becomes one of the major medical centers in the nation, where wounded and dying soldiers from all parts of the country are sent. Army surgeon, Dr. John Field Randolph was sent to Jefferson Barracks from the west, and was promoted to major surgeon in charge of the General Hospital at Jefferson Barracks, and medical director of the whole Department of Missouri. Jefferson Barracks became one of the largest and most important military hospitals in the country. Dr. Randolph graduated from medical school in 1860 and served at Jefferson Barracks until the end of the war. Randolph Road in Jefferson Barracks is named in his honor.

- Samuel Clemens (Mark Twain) had joined the Confederates that Grant had chased out of the region of Hannibal, Missouri. He served only two weeks "being incapacitated through continual retreating." He did have a thrill when on a steamboat attempting to run the blockade past Jefferson Barracks. A battery had been mounted near the spot where the old Spanish cannon now stands at the rear of the headquarters building. It opened fire and two holes were blown through the smokestacks of the vessel.

- The wife of Commandant McRae at Jefferson Barracks, was bitten by a dog and died two months later from hydrophobia.

**1863** - The post cemetery is expanded and an executive order initiates the process of making it a National Cemetery. It now ranks as the second most active of our country's National Cemeteries.

**1864** - In September Confederate General Sterling Price (commanded Missouri Militia in 1861) again invaded Missouri. Major Gen. Andrew J. Smith, who was moving down the river with three brigades of the Iowa volunteers, landed at Jefferson Barracks. Jefferson Barracks was an assembly point for the defense of St. Louis. Smith led some of his troops out when word was received of Confederates reaching DeSoto, Missouri. A final engagement near Kansas City ended any large-scale Confederate threat in Missouri. General Smith's forces retreat back to Jefferson Barracks after the Battle of Pilot Knob. One brigade is left to guard the bridge over the Merrimac (Meramec) river.

- By March, 1864, “*The Convalescent*” has been established as a weekly newspaper at Jefferson Barracks, and run by the inmates of the General Hospital. Address, “The Convalescent, General Hospital, Jefferson Barracks, Mo.”

**1865** – According to July, 1865 newspaper articles around the country, the new Western Navy Yard has been determined upon, to be located at Jefferson Barracks. Captain Charles A. Babcock, US Navy, has command and will immediately commence surveying the land and erecting suitable buildings. Large amounts of naval ordnance stores from Mound City have already arrived at Jefferson Barracks.

**1866** - Ms. Cathay WILLIAMS made history in 1866 at Jefferson Barracks by becoming the first African-American woman to serve in the US Army as a Buffalo Soldier. She was born a slave in Independence, Missouri sometime between 1842 and 1844, and was living in Jefferson City, Missouri when the Civil War broke out. She was pressed into service for the Federal Army by Colonel Benton of the 13th Army Corps, and worked for the army as a cook and laundress. She traveled with the army throughout the South to Pea Ridge, Shreveport, New Orleans, Savannah, Macon, and then to Washington City, where she was sent to the staff of General Sheridan. She then went to Virginia, on to Iowa, and then by a strange twist of events, back to her home State of Missouri and ended up at Jefferson Barracks, where she remained for a while as a cook and laundress. Tired of the struggles of life and wanting to be free and independent, she disguised herself and posed as a man when the army began recruiting African-Americans at Jefferson Barracks for the 38th US Infantry under the command of Capt. Charles E. Clarke (Caucasian officer) in November, 1866. She gave her name to the recruiter as “William Cathay”, but since she was illiterate, he wrote her name as “William Cathey”, member of Company A. It is estimated that approximately 400 white women posed as soldiers during the Civil War, but Cathay Williams was the only known African-American woman to serve in the Army before 1948, when women were officially allowed to join the military.

**1867** – Jefferson Barracks is designated as US Army Engineer Depot.

**1868** – The largest gathering ever of Freemasons from all over the United States, visit Jefferson Barracks. Gun salutes, salvos of artillery and cheers were given by the soldiers in parade dress for the “Sir Knights.”



January. Congress passed a bill to sell the arsenal in St. Louis, and to establish a new arsenal at Jefferson Barracks, to include the storage and repair of arms, the cost not to exceed \$200,000.00. Solicitations for bids were placed in the nation's newspapers, for the transportation of 314 Navy bronze howitzers from Jefferson Barracks, to the New York Navy Yard.

**1869** – The Carondelet Bridge Corporation is formed, for the purpose of building a bridge across the Mississippi river at Jefferson Barracks. It wasn't until 1940 though, that plans were finally approved by the US War Department, for the building of the bridge, with ground-breaking ceremonies in 1942 under the auspices of the Lindbergh Bridge Association, which later became the Jefferson Barracks Bridge Association. The Jefferson Barracks Bridge was finally dedicated on December 9, 1944, for highway traffic only. This bridge was replaced in .....

**1870** – Quartermaster-General Meigs, under authority of the secretary of war, published three more volumes of the book, the "Roll of Honor" (24 volumes, thus far), which contained the names of nearly 20,000 Union soldiers interred in the National Cemeteries at Jefferson Barracks, as well as at Corinth, Mississippi, and Pittsburgh Landing, (Shiloh) Tennessee.

**1871** - The St. Louis Arsenal is closed and all the ordnance there is moved to Jefferson Barracks. President Grant, along with a large party of leading citizens and politicians made a quiet, unpublicized visit to Jefferson Barracks. Thomas Allen, president of the Iron Mountain Railroad, furnished a special train for the purpose. Among the entourage was Frank Blair, and the party later had dinner at the mansion of Henry Blow. It must be remembered that Grant loved horses and loved the cavalry, and had planned to retire to his estate at White Haven after the war, where he planned to breed and raise horses. The barn he built for that purpose still stands to this day at White Haven.

Carlisle Barracks, Pennsylvania, established by General Washington during the Revolution, was closed, and all troops and equipment were moved to Jefferson Barracks.

**1872** – Dr. John R. McClerg gives testimony in the national murder trial of General Ketchum, who had been poisoned by a Mrs. Wharton. Dr. McClerg's first assignment at the beginning of the Civil War, was at Jefferson Barracks.

**1874** – On Decoration Day, the graves of over 10,000 Union and Confederate American soldiers in the National Cemetery were beautifully decorated, strewn profusely with beautiful flowers, and a large solemn celebration was held, with music by the noted Jefferson Barracks Band. This seems to have been listed in the newspapers as an annual event at Jefferson Barracks, from the time of the Civil War up until around World War I. For the Union side, orations were given in English by Colonel P.E. Bland and in German by Emil Praetorius, and for the Confederate side, by ex-Governor, Thomas Reynolds. Thousands of people attended.

**1876** – General Order No. 224, places the National Cemetery at Jefferson Barracks under the charge of the depot quartermaster at St. Louis.

**1878** – Jefferson Barracks once again becomes the National Cavalry Depot of the Army, and Colonel John I. Gregg is appointed as Post Commandant. The secretary of war also appointed Colonel Gregg to assemble a medical board at Jefferson Barracks to prepare and recommend a standard supply table of veterinary medicines and instruments for army use. Maybe the president had an interest in all of this. Gregg Road at Jefferson Barracks is named in the Colonel's honor.

This year witnessed the largest turnout ever, for the decoration of Union and Confederate graves at Jefferson Barracks National Cemetery on Decoration Day. In attendance were nearly 1,500 soldiers, state militia and police reserves, and fully 1,200 citizens. The services were performed by the clergy of the various Jewish and Christian denominations, and were in both English and German.

Colonel Cuvier Grover of the 1st Cavalry replaced Colonel John Gregg of the 8th Cavalry as superintendent of the Mounted Recruiting Service at Jefferson Barracks. Major James F. Wade of the 9th Cavalry reported to Colonel Grover as an executive officer for the Mounted Recruiting Service.

General Gordon at Jefferson Barracks ordered a section of Napoleon guns and 16 men for the processions and celebration of Christopher Columbus Day in St. Louis.

**1879** – The National Militia Convention, chaired by General Beauregard, met in St. Louis for the purpose of officially establishing the National Guard. The committee of the convention, visited Jefferson Barracks, where they were escorted and entertained by the officers of the post.

- When General (President) Grant came to St. Louis, the honor of the Jefferson Barracks Band (one

of the best in the country at that time) was requested to march in the procession and play. The band had also been requested to join the presidential entourage, when the president visited Chicago, where a large gala affair was held in his honor. Grant Road in Jefferson Barracks is named in his honor.

**1880** – Colonel John Greene of the 1st US Cavalry, stationed at Fort Boise, Idaho, took the Overland Stage to Jefferson Barracks to become the new commandant there. Jefferson Barracks was a recruiting station at this time (1880) and is where Colonel Greene initially joined the army 38 years ago.

**1889** - General John J. Pershing visited the post looking for cavalry recruits for his regiment in the Apache country.

**1892** - A new building program gets underway. The stone buildings are razed and replaced with red brick barracks and officer quarters along the north and south side of a much enlarged parade ground. Many of these structures remain to this day. Most construction was completed in 1900. As a result, Jefferson Barracks assumed the position of one of the best equipped military posts as well as one of the most important.

**1896** – General Wesley Merritt orders a Board of Officers to meet at Jefferson Barracks, to inquire, among other things, into the sanitary conditions of the post. It seems a certain faction wanted the post abandoned and closed.

**1898** – The Spanish-American War began in February with the sinking of the American battleship Maine in the bay of Havana, Cuba. Nineteen-year old Cullem E. Whittlesey joined Light Battery A, a St. Louis National Guard unit, which was mustered in at Jefferson Barracks. Young Cullem was the first American casualty of the war. His body was recovered from Cuba, brought back and buried with full military honors in Jefferson Barracks National Cemetery. In April, the 11th Infantry and 3rd Cavalry were ordered to move out for the war. The St. Louis, Iron Mountain and Southern railroad was awarded the contract for moving the troops with their baggage and horses. Jefferson Barracks was almost completely deserted as a result. With Jefferson Barracks nearly empty, plans were hatched to turn the post into a mule depot.

The army later decides to indeed turn Jefferson Barracks into a Mule Depot.

Engineer L. C. Rice, in charge of the limestone pump house at Jefferson Barracks (which is still there, near the entrance at Broadway), was attacked by several soldiers outside of a saloon on S. Broadway. He was able to break away and made it back to the pump house, where he acquired his pistol and was able to fire shots at his assailants, who turned and ran.

- Many of the troops recruited at Jefferson Barracks distinguished themselves in the war. The 3rd Cavalry did great service at the Battle of Santiago, and the 11th Infantry won an important battle at San German in Puerto Rico.

**1899** -Troops were mobilized and sent out from the Barracks for the hostilities in the Philippines. A new rifle range for Jefferson Barracks was established near Arcadia, Mo. Troops E and G of the 3rd Cavalry were the first to use the Arcadia setup as preparation for departure for Manila.

Jefferson Barracks officially becomes the National Mule Headquarters for the army, including the National Training Center for Army Muleteers, and the training center for white bell horses, which were vital in leading the mule pack teams. Since the beginning of the war with Spain, more than 2,500 mules had been trained at Jefferson Barracks for army service, mostly Missouri mules and some Texas Mules. The head trainer, a Missourian named W. W. Witt, with nearly 10 years experience in training army mules, said the Texas mules were notorious for jumping the six-foot high fences at Jefferson Barracks and getting loose into the surrounding environs. Mr. Witt became nationally known when he took one of the mule trains for the rescue efforts of the Klondike miners in Alaska. Since Jefferson Barracks was already the nation's Cavalry Headquarters, it was the perfect place to establish the Army's National Mule Headquarters, since most horses were deployed to the war, causing most of the cavalry stables to be vacant. The stables still stand at Jefferson Barracks to this day.

The 3rd Volunteer Engineers Regiment, which had organized at Jefferson Barracks, received orders to leave Jefferson Barracks for Camp Hamilton, Lexington, Kentucky in preparation to deploy to Cuba for the war effort. The 3rd Regiment was organized and commanded by West Pointer, Colonel Colon Gaillard, and was taken into service by a special act of Congress, and it had been touted in the papers as one of the most remarkable regiments ever organized at Jefferson Barracks. Men in this specialized regiment, received more pay than volunteers in any other branch of the

service by 33 1/3%. Great loss and great regret was felt for the loss of this regiment from Jefferson Barracks.

**1900** - The Commandant's building, Headquarters, Building 1, was built. The back of the building faces east, with a commanding view of the Mississippi river. The front of the building faces west, with a commanding view of the historic parade grounds and the barracks buildings.

- Because Jefferson Barracks offered so many troops, mules and so much support for the Spanish-American War efforts, United States Congressman from Missouri, Charles Edward Pearce, visited the Washington Navy Yard in February, in order to obtain a war souvenir, to be permanently placed as a memorial to Spanish-American veterans from Jefferson Barracks. Affectionately called "Colonel Pearce," he served as a major in a heavy artillery regiment during the Civil War and later organized and commanded the First Regiment of the Missouri National Guard in 1877. He was delegate to the Republican National Convention in 1888 and was appointed chairman of the commission to deal with the Sioux Indians of the northwest in 1891. He was elected as a Republican Congressman from Missouri to the Fifty-fifth and Fifty-sixth Congress and served from March 4, 1897 to March 3, 1901. At the Washington Navy Yard, Congressman Pearce picked one of the eight seven-inch cannons that had been aboard Commodore Cervera's Spanish War Ships, the Oquendo, the Maria Teresa, and the Celon which had been sunk in Santiago Bay on July 3, 1898. He picked the one gun that had been most heavily scarred by conical shot. He next picked from the gun shields, one which had been struck near the upper corner by a large projectile, creating a hole as large as a hat. He was unable to obtain a breech block though, all of which had been detached by the Spanish gunners and thrown overboard, before the ships sunk. The breech blocks contained the stamp of the Bilboa Ordnance Works, 1894. Lastly, he picked a massive gun carriage, and had all three pieces loaded onto a flat car and shipped to Jefferson Barracks, where a large granite base was to be built for the gun pieces to be assembled upon. This was one of Pearce's last acts as a Congressman, as he declined his candidacy for re-nomination to Congress in 1900. He died two years later in 1902. This blue Spanish cannon still resides in the same spot behind the Command Headquarters building, overlooking the Mississippi river. It has been a famous Jefferson Barracks landmark to several generations of St. Louisans. Many an old man has stopped by the Missouri Civil War Museum and told of how he played on the cannon as a boy. Incidentally, the limestone wall below the cannon was repaired by German Nazi POW's, while imprisoned at Jefferson Barracks during World War II. To this day, there can be seen the graffiti of a Nazi swastika and name "Belke" etched into the limestone wall below the old Spanish cannon.

**1903** - Soldiers from Jefferson Barracks took an active part in the dedication ceremonies of the Louisiana Purchase Exposition (St. Louis World's Fair) on 30 April. Famous army personalities gathered from all parts of the country and saw a military parade reportedly never before equaled in grandeur and impressiveness.

**1906** - Federal murder trial history is made. A Negro trooper Emmett McCoy, duels on horseback with fellow trooper Alexander Baskerville, who was killed in the duel on December 7, 1905. The duel resulted over an overcoat sent to be sampled by the military. Several officers apparently attended the duel and were summoned as witnesses in the case, the first of its kind.

**1907** - President Teddy Roosevelt visited Jefferson Barracks, prior to the 2nd International Hot Air Balloon race, held for the first time in St. Louis. The first race was won the previous year in Paris by Lieutenant Frank P. Lahm of the US Cavalry, after he had traveled more than 400 miles in his balloon. He was awarded the James Gordon Bennett Cup, the prized trophy of the annual event, which was created by the International Aero Club. Spectators, who came to St. Louis from around the world, also witnessed an exhibition of "flying machines" (heavier than air "aeroplanes," propelled by motors). President Roosevelt ordered Colonel R. K. Evans, commandant at Jefferson Barracks, to detail all the soldiers necessary to guard and police the grounds of the balloon race from October 21st through the 24th, and to assist the "aeronauts" and the St. Louis Aero Club. The colonel, per the president, ordered two battalions of nearly 300 men to be encamped at the grounds of the balloon race. This brought a stern reaction from General George B. Davis, Judge Advocate General of the US Army, who criticized the president for the use of Jefferson Barracks troops, and who claimed the act was not warranted by law. This caused a national debate in the country's newspapers.

**1911** - Lt. David Dwight Eisenhower began his military career at Jefferson Barracks. Being an officer, there's no doubt that he used the facilities at the Officer's Post Exchange and Gymnasium building, now home to the Missouri Civil War Museum.

**1912** – Army Captain Albert Berry made military history at Jefferson Barracks, by being the first military personnel ever to jump out of an “aeroplane” using a parachute, and landing safely. He landed on the parade grounds near hundreds of cheering soldiers and spectators on March 2nd. The pilot was Tony Jannus, and they had taken off from Kinloch Air Field (which is now Lambert International Airport). There was concern as to what might happen to the aeroplane, after losing so much weight when Berry jumped out, but pilot Jannus was able to easily maintain control. This experiment also proved that bombs could be dropped out of aeroplanes.

**1917** - Jefferson Barracks becomes the largest induction and demobilization center for troops during World War I. On December 1st it was announced that a new nationwide draft would take effect on December 16th, barring men thereafter from joining the regular army. Colonel C.H. Murray, commandant of Jefferson Barracks, said the post made history, when in excess of 3,000 recruits arrived in one day, including more than 500 recruits from St. Louis alone. By December 14th, recruits had to be turned away. By December 16th, Jefferson Barracks held over 12,000 recruits, the largest number ever assembled up to that time.

**1918** – Jefferson Barracks is one of the main five posts, where most of the recruits for the Army's new “Aviation Service” come from. Nearly 1,000 men per day arrived at Camp Kelly Air Field, Texas, (many from Jefferson Barracks) where they were trained and immediately sent to the front. The “Jefferson Barracks Soldiers Nine” base ball team, “composed of several major league players,” had a “very successful season.” In September, they played a series of games against other posts, including the soldiers from Camp Funston. Several thousand spectators attended. The proceeds were used to expand the athletic facilities for the soldiers at Jefferson Barracks. Prostitution becomes rampant at Jefferson Barracks. A committee of local businessmen and clerics is appointed to investigate.

**1919** – In December, General John J. “Black Jack” Pershing, on his return from World War I, along with his 10-year old son Warren, reviewed troops at Jefferson Barracks, and visited with wounded and returned heroes. General Pershing was born in Laclede, Linn County, Missouri in 1860, one year before the Civil War started. There's no doubt, that he reviewed the troops at Jefferson Barracks from the famous reviewing stand next to the Post Exchange building (now the Missouri Civil War Museum), and there's no doubt that he was in the Post Exchange building.

**1920** - General Leonard Wood paid a brief visit to Jefferson Barracks during his unsuccessful bid for the Republican nomination for president.

**1921** – In November, General Pershing brought Marshal Foch of France to St. Louis, along with Hanford Macnider of Mason City, Iowa, the new national commander of the American Legion, where they reviewed troops of the 6th Infantry, after the 6th Infantry's 900 mile hike from Camp Jackson, South Carolina back home to Jefferson Barracks. General Pershing (a native Missourian), speaking about the Civil War in Missouri, said in part, “This state was cut in two by the Mason-Dixon line, and after the war was over, the reunion of the people brought about a loyalty and patriotism tested by the fire of war. In Missouri you will find a cross [combination] between the North and the South, and all the good qualities from the North and from the South. Here, we have all the attributes of the Southern woman, combined with those of the Northern woman, and where you find such women as we have, you will find men [who] measure up to that standard.” Asking Marshal Foch if that was right, a laughter came from the crowd, and Marshal Foch said partly in French, “Je suis sure”, and imitating the statue of St. Louis in Forest Park, he saluted with his sword in the air.

**1922** –President Harding signed an executive order, setting aside 250 acres of land at Jefferson Barracks for the erection of a permanent hospital for veterans of the World War. 170 acres are initially transferred to the Veteran's Bureau for the construction of the hospital. It is the 3rd military hospital complex to be built at Jefferson Barracks since 1826, the previous two having been closed down. It is still in existence to this day, under the auspices of the Veteran's Administration. Jefferson Barracks became one of the largest military hospital complexes in the nation during the American Civil War.

-The State of Minnesota, under Governor Preus, erects a monument in Jefferson Barracks National Cemetery, in honor of her nearly 200 soldiers buried there, who died during the Civil War in Missouri. 92-year old Christopher Columbus Andrews, who commanded Minnesota troops in Missouri during the war, was in attendance at the unveiling of the monument.



**1933** - The Civilian Conservation Corps is established at Jefferson Barracks. Some 20,000 enrollees were handled during the summer and fall of '33.

**1939** - Post Commander, Col. Joseph Atkins, was ordered to take command of National Guard instruction in the 8th Corps area.

- Congressional Military Committee headed by Senator Thomas visits the Jefferson Barracks. Consideration is given to using the post to support the Army Air Corps. At this time Jefferson Barracks had barracks capable of housing 1,550 soldiers, a training camp for another 1,500, and comparable support facilities (including a hospital with 151 beds).

**1940** - Maj. Gen. Hap Arnold, Chief of the Army Air Corps, requested space to house approximately 6,000 recruits to be enlisted in the Air Corps. The 11th school squadron arrives from Scott Field and Jefferson Barracks is converted to an Air Corps Replacement and Training Base; the first in the country selected for that purpose.

**1941-45** - During World War II Jefferson Barracks serves as an induction and separation center, basic training camp, and the largest technical training school for the Army Air Corps. There is a population that is a tenfold increase over the capacity in 1939. A detention camp is formed to house Axis prisoners of war.

- During the war, Walt Disney draws a "Jay-Bee" logo in representation of Jefferson Barracks and signs and copyrights the logo.

**1942** - On January 13th Johnny Sturm, first baseman for the New York Yankees, enlists with the army at Jefferson Barracks.

On February 28th, Philadelphia Phillies infielder Emmett "Heinie" Mueller volunteers for the army at Jefferson Barracks, after being sold by Philadelphia to Montreal.

On April 3rd, the Jefferson Barracks Reception Center team beats the University of Illinois, 9 to 5, in its inaugural game. Joe Rayne, who was formerly a first baseman with St Joseph of the Michigan State League, hits two home runs.

**1946** - Jefferson Barracks is declared "surplus property" by the War Department. 135 acres is retained by the military and becomes a Missouri Air National Guard station of the 131st Squadron.

- The Tactical Control Squadron later moves in.

**1950** - Air Guard units are activated for the Korean War.

- 500 acres are taken over by St. Louis County Parks, most going to Jefferson Barracks Historic Park. There are 250 acres are added to the National Cemetery.

**1970** - All of the Missouri National Guard units in St. Louis are moved to Jefferson Barracks.

**1990** - Naval Reserve units move on base.

**1991** - The 1137th Military Police Company, Missouri Army National Guard, is activated for Desert Shield/Storm.

- Mobile Inshore Undersea Warfare Unit (112), Naval Reserves, is activated for Desert Shield/Storm.

**1994** - US Army Reserve units move onto Jefferson Barracks.

**1995-98** - Personnel from HHC 10th PsyOps, 307th and 318th PsyOps Companies (Army Reserves) are activated for the 1st, 3rd, and 5th rotations of Joint Endeavor/Guard in Bosnia. By the fifth rotation all troops deployed by PsyOps from around the country were mobilized at Jefferson Barracks.

**2001-Present** - Members of the Air National Guard (218 EIS & 157 AOG), members of the Army Guard (Engineers, Military Police, Artillery and Maintenance) and members of the Army Reserve (PsyOps) have been mobilized and deployed in Support of Operations Noble Eagle, Enduring Freedom, and Iraqi Freedom. These deployments are still continuing today.

**2007** - Jefferson Barracks is listed on the National Registry of Historic Places with a rating of "National Significance." It is currently on the list for possible nomination as a "National Landmark."

**Sources:**

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Gateway to the West, The History of Jefferson Barracks from 1826 – 1894, Volume I  
By Marc E. Kollbaum, Curator, Jefferson Barracks, St. Louis County Parks

Missouri Civil War Museum Library Archives

Jefferson Barracks Heritage Foundation, Art Schuerman

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## Missouri Pacific - A History of Color



## MoPac's first 125 Years

The citizens had turned out en masse to take part in the ground-breaking celebration for the start of construction of the Pacific Railroad, the first railroad west of the Mississippi River. From that humble beginning grew the vast network of rail lines that nurtured the great west and southwest, and from which eventually came the Missouri Pacific Railroad of today.

Looking back, it was the discovery of gold in California in 1848 that brought forcibly to the attention of the American people the urgent need for more rapid and dependable transportation facilities in the West.

Missouri and the West needed railroads, and St. Louisans visualized a railroad all the way to the Pacific Ocean and wanted very much for that railroad to start from their city. Leaders of St. Louis secured a Missouri charter in 1849 for the "Pacific Railroad" to extend "from St. Louis to the western boundary of Missouri and thence to the Pacific Ocean"

That year, however, turned out to be a very hard one for St. Louis. Early in the year a cholera epidemic struck. Another disaster occurred when fire, which broke out on a river steamboat, spread and destroyed twenty-two other boats, and a considerable part of the business district. With the heart of its business destroyed by fire and almost a tenth of its inhabitants dead of cholera, the city exhibited an ominous picture of early death and financial ruin.

So it was not surprising that the 1849 railroad plans were delayed. However, in spite of the cholera and the fire, optimism prevailed, and on January 31, 1850, a preliminary organization was formed and stock subscription lists were opened. James H. Lucas offered to be one of three to make up \$100,000, a large sum for those days. John O'Fallon and Daniel D. Page promptly joined Lucas. A coin was flipped to see which of the three would take the odd thousand dollars and O'Fallon won the toss. Like other early subscribers those men acted in the public interest rather than in expectation of any early direct return on their investments.

The temporary organization was succeeded by a permanent one, with Thomas Allen as president. The

country was canvassed for the most competent engineer, and the choice fell on James P. Kirkwood, who had constructed some of the early Massachusetts railroads and had also been in charge of operation of the New York and Erie.

So little was then known of much of central Missouri that Kirkwood's civil engineers surveyed five possible routes to enable a proper choice of the best one. While these surveys were in progress, efforts were continued to secure aid from Congress. But Congress denied aid for the Missouri project.

This setback only increased the determination of the Missouri people. State aid was sought and secured and efforts to sell stock increased. As part of these attempts to get the railroad actually underway, the "ground breaking celebration" was held on the Fourth of July, 1851.

Under the direction of Chief Engineer Kirkwood, purchases of land were begun and grading started. Because the route selected required the construction of two tunnels west of what became Kirkwood, and because tunnel excavation was necessarily slower, work on these tunnels was also begun at that time.

Rails were purchased in England and were shipped to New Orleans for transfer to St. Louis by river steamboats. Locomotives and cars came the same way. The first locomotive was the "Pacific," which also bore the number "3" It was made at Taunton, Massachusetts, and was unloaded on the river wharf on August 20, 1852. With its driving wheels five feet in diameter, the engine weighed 29,000 lbs. and cost the company \$7,650.00.

Ocean and river freight costs amounted to another \$1,000, and a local contractor charged \$200 to haul it 14 blocks over the city streets from the wharf to the railroad depot. The passenger cars which arrived shortly thereafter, seated 60 persons and cost \$2,300 each, f.o.b. Troy, N.Y. They were not considered satisfactory, however, and the Pacific Railroad soon began to build its own cars.

On December 9, 1852, a passenger train, with the company's officers and leading citizens of St. Louis aboard, inaugurated the new Pacific Railroad with a trip to the end of the line. The people of Missouri then had their first look at a steam railroad. That train was the first to be operated west of the Mississippi River, and ran the five miles from the depot on Fourteenth Street to Cheltenham in some ten minutes.

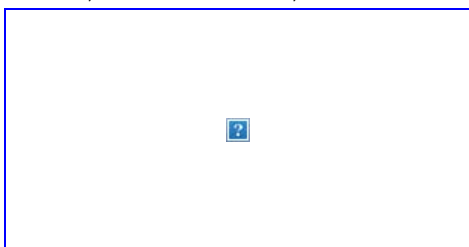
By July 1853 work on the two tunnels west of Kirkwood was completed so that the "First Division" of the railroad could be opened. This division extended 38 miles to Franklin, now Pacific, Mo. The train to make that trip was pulled by a locomotive made in the new St. Louis locomotive plant of Palm & Robertson.

But with financial difficulties now slowing progress, it took nineteen months before the next eighteen miles (to Washington, Mo.) were completed. And Missouri's capitol city was still another seventy miles away.

The Pacific Railroad reached Jefferson City late in 1855. West from that point the railroad was purposely located away from the Missouri River for fear that it would be unable to compete with the steamboats. However, the Pacific Railroad itself established a fleet of twelve steamboats to connect with the trains at Jefferson City and transport passengers and freight on up the river to Kansas City and beyond. An advertisement of that period stated that at Jefferson City passengers could step from the train to the waiting steamboat and that by this route, the time from St. Louis to Kansas City had been cut to only 50 hours!

While the Pacific Railroad was thus being started, other Missouri railroad projects were being fostered.

These were the St. Louis & Iron Mountain, the Cairo & Fulton, the Southwest Branch of the Pacific Railroad, the North Missouri, and the Hannibal & St. Joseph.



The Iron Mountain was begun at St. Louis in 1853. An early obstacle that had to be overcome by the railroad's builders was the requirement of the U.S. War Department that Iron Mountain trains had to be pulled by horses or mules through the government property at the St. Louis Arsenal, the U.S. Marine Hospital and at Jefferson Barracks to avoid the hazard of fire from sparks from the woodburning locomotives. It took congressional

action to overcome this handicap.

Texas also was engaged in building railroads before the Civil War. Some of these early railroads are now in the Missouri Pacific family. One was Houston's first railroad, the Houston Tap. It was placed in service in 1856.

Another early Texas railroad was the Galveston, Houston & Henderson, chartered in 1853. Construction was started in 1856, and when it was finished it was the first railroad touching the Texas Gulf Coast.

The Texas Western Railroad, chartered in 1852 to build from the eastern to the western boundary of the state, later became the Texas & Pacific. Several other pre-Civil War railroads became parts of today's Missouri Pacific Railroad.

Meanwhile, work on the Iron Mountain had continued southward from St. Louis and by May, 1857, the 800-ft.-long tunnel at Vineland had been completed along with a bridge over the Meramec River. DeSoto, Mo., was reached in September, but the event escaped mention in the newspapers, probably because there was no DeSoto until after the railroad came.

Since the original impetus behind construction of the Iron Mountain railroad had been the desire to reach the iron ore and other mineral deposits thought to abound in the Ozark foothills south of St. Louis, an all-out effort was being made to complete the 84.5 miles to Pilot Knob as quickly as possible. Despite unfavorable weather and shaky finances, this was accomplished on April 2, 1857.

By July, 1858 the Pacific Railroad was completed the 160 miles to Tipton, Mo., then the end of the line from St. Louis. Tipton was also the eastern terminus for a new overland mail service to San Francisco. This service, called "The Overland Mail", made its initial eastward stagecoach run from San Francisco on September 16, 1858, arriving at Tipton on October 10. At Tipton, the mail and passengers were transferred to a waiting Pacific Railroad special train for the run to St. Louis. The time from San Francisco to St. Louis was 24 days, 18 hours and 26 minutes, about 10 days faster than the old Isthmus of Panama route.

During the Civil War, raids were made against all of the Missouri railroads and great damage was done. The most serious one on the Pacific was that led by Sterling Price in the fall of 1864. Bridges, buildings, tracks and rolling stock were destroyed all the way from Franklin to Kansas City. Early in 1864, rails, locomotives and cars had been taken by Missouri River steamboats to Kansas City and construction eastward from that point started. The line from Kansas City to Independence (Kansas City's first railroad) had been opened to the public on August 1, 1864, but even this disconnected section did not escape Price's fury.



Repairs to the damaged property were ultimately completed and the railroad resumed construction. On September 19, 1865, the last spike was driven connecting the two parts of the railroad, and the next day a train was run through from Kansas City to St. Louis, leaving at 3:00 a.m. and arriving in St. Louis at 5:00 p.m.

With the end of the War, new construction and extension of the other Missouri and Texas railroads was resumed and 1873 saw a large amount of railroad building going on. In that year, the Texas & Pacific extended from Marshall to Texarkana and also into Dallas. The International and Great Northern was completed to Longview where connection was made with the Texas & Pacific. The Cairo & Fulton built through Arkansas southward into Texarkana, a move that had been delayed by the Civil War. This line had to link up with the Iron Mountain to provide through service from St. Louis to Texas.

To speed construction and get into operation as quickly as possible, bridges over the White, the Arkansas and the Red rivers were passed up for the time being and passengers and freight were transferred by ferry until the bridges could be constructed. But the all-important thing was that the service was in operation by 1874. The new lines provided all-rail routes between St. Louis, Dallas and Houston, and through Pullman cars soon ran.

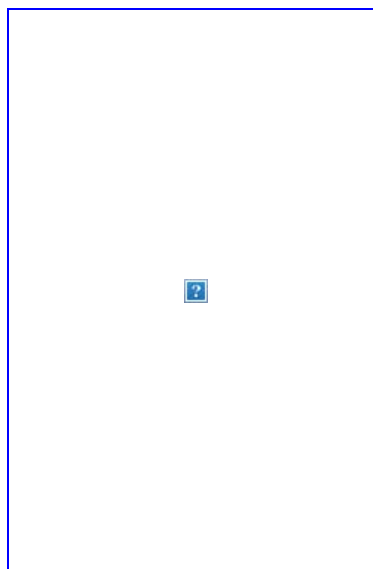
In 1868 the Eads Bridge over the Mississippi River was started at St. Louis, thus beginning what Kirkwood had thought impossible, a railroad bridge over the Mississippi River. To permit the free interchange of cars with those eastern railroads which had standard gauge and which expected to use the new bridge, in 1869 the Pacific Railroad changed its original " wide gauge" track to standard gauge. The change was also of advantage at Kansas City where the Pacific connected with the newly started Kansas Pacific, which later became the Union Pacific. The completion of Eads Bridge in 1874 extended the new standard gauge track through St. Louis to the Atlantic states.

It was also in 1874 that the Union Depot Company in St. Louis was incorporated. It then built a station that served the railroads until 1894, when the present Union Station at 18th and Market Sts. was opened.

Meanwhile, financial difficulties in 1872 forced the reorganization of the Pacific Railroad, and when it emerged from receivership it had a new name: the Missouri Pacific Railway Co.

About 1873 a New York financier, Jay Gould, became interested in western railroads when he acquired a large block of stock in the Union Pacific Railroad. Subsequently, he purchased control of the Kansas Pacific, the Denver Pacific and the Central Pacific. Gould noted the westward expansion policy of the new Missouri Pacific Railway as a threat to his Union Pacific, and in 1879 he bought a controlling interest in the company and became its president.

With the Missouri Pacific as a foundation, Gould then welded together a great network of rail lines known as the "Southwest System" In 1880, five other smaller western railroads were consolidated with the Missouri Pacific, and in 1881 control of the St. Louis, Iron Mountain & Southern was acquired. In 1880 Gould gained control of the Texas & Pacific, and then had his Missouri Pacific lease the Missouri, Kansas & Texas system. Gould also purchased control of the International Great Northern and completed the line



of this latter railroad into Laredo, Texas.

Hub of the I-GN, which was built from Longview and Fort Worth to San Antonio and Houston in the late '70s and early '80s, is Palestine, for it is where one stem breaks off to San Antonio and Laredo and the other angles southward to Houston and Galveston.

But Gould was unable long to retain control of his vast rail empire. In 1885 the management of the Texas & Pacific was separated from that of the Missouri Pacific, and in 1888 the lease of the Katy railroad properties was terminated, a move which divorced the I-GN from Missouri Pacific control. Of all the lines which Gould had joined to the Missouri Pacific only the Iron Mountain remained at the end of 1888.

Between 1885 and 1892, however, there was a large increase of Missouri Pacific mileage through construction of subsidiary lines. Extensions were built through Kansas and Colorado to Pueblo, western terminus of the Missouri Pacific system, while the Iron Mountain's southern line was completed into Alexandria, Louisiana.

Activity in new railroad building and extension of existing trackage was practically stopped by the 1892 depression, but between then and 1910 major projects completed included the Illinois Division, the lines from Helena, Ark., south to Ferriday, La., the White River line from Carthage, Mo., to Batesville, Ark., and the River Route between Jefferson City and Boonville, Mo. Certain branch lines in Arkansas and Louisiana were purchased.



It was also during this period that the main stem of what later became the Gulf Coast Lines was constructed. This extended from Anchorage, opposite Baton Rouge, La., through Houston to Brownsville, Texas. Work was started on the Brownsville end in 1903 and the Baton Rouge end was finished in 1909. At the time of their construction, these lines were subsidiaries of the Frisco. The latter suffered a receivership in 1913 as one result of which it lost the Gulf Coast properties. In 1916 they were sold to the New Orleans, Texas & Mexico Railway, and operated as the Gulf Coast Lines.

In 1909 many smaller subsidiaries were formally merged with the parent Missouri Pacific Railway, and in March, 1917, a final merger of the Missouri Pacific Railway and the St. Louis, Iron Mountain & Southern (Iron Mountain) was completed and a new company was formed - the Missouri Pacific Railroad Company.

Lewis W. Baldwin became president of the company in April 1923 and the acquisition of the Gulf Coast Lines and the International \_Great Northern was an early project of his regime. Later, the San Antonio, Uvalde & Gulf was acquired to round out the system in southwest Texas. These properties serving Texas and Louisiana were formally merged in 1925 with the Missouri Pacific Railroad.

In May, 1928, Missouri Pacific occupied its new 22 story general office building in downtown St. Louis and continued the task of amalgamating its merged properties into a smooth running and efficiently functioning system. The "Missouri Pacific Lines" became the familiar name in the company's public image.

But unfortunate financial conditions developed in 1933, and the company was placed in the hands of a Trustee, with Mr. Baldwin as chief executive officer. However, physical improvements of the properties and diversification of its services were encouraged by the Federal Court. Thus, in April, 1938, the Missouri Pacific Freight Transport Company was organized as a subsidiary of the railroad. Its truck routes were not to be in competition with the railroad, but would supplement them.

In 1937 the first diesel locomotives made their appearance on Missouri Pacific tracks. These early switch engines were followed by passenger locomotives which powered the company's first lightweight, streamlined train, the "Missouri River Eagle", placed in service in 1940. By 1955 all steam locomotives had been retired from service and soon all were scrapped.

Centralized traffic control, to expedite the movement of trains, was extended to include much more trackage after World War 11, and radio communications equipment became standard on all the company's locomotives. A long-range program of installing radio in wayside stations to maintain contact with trains on the line was begun in that period.

Under war-time restriction in 1942, the "Colorado Eagles," St. Louis to Denver diesel-powered passenger trains, replaced the Scenic Limited on June 21. Within four years these Eagles had run 2,616,904 miles and had carried 2,062,000 passengers.

With the death of Mr. Baldwin in 1946, Paul J. Neff, then senior executive assistant in charge of the lines in Texas, became chief executive officer under the Trustee. Numerous plans for reorganization of the properties under the Trusteeship were advanced from time to time, but one after the other failed to meet the approval of the various parties of interest. Nevertheless, under the Trusteeship, the railroad continued to improve and modernize its properties and it kept pace with the changing patterns of rail transportation.

In 1946 work began on an extensive grade and line revision project on the Missouri Division, some 140 miles south of St. Louis, in the Granite Bend, Tip Top, Gad's Hill area. More than 24,000 feet of track were involved in the initial phases of the project including blasting out cuts 47 feet deep through rock harder than granite. This was part of a long-range program to improve that part of the mainline to Texas to provide higher speed track for the advent of the Texas Eagle streamliners. Those trains replaced the famed Sunshine Special and made their inaugural runs on August 15, 1948.

In June, 1950, the Settegast Yard was opened at Houston. Its tracks covered 375 acres. A flat switching yard, Settegast fulfilled a need for expanded facilities to service the fast-growing Texas Gulf Coast petrochemical industry.

After two years in the building, the Miller Street Freight Station in St. Louis opened January 2, 1952. Occupying more than five acres, the huge building had space for 180 freight cars under one roof.

During Paul Neff's tenure in office, piggyback freight traffic gained impetus in American railroading and under his direction Missouri Pacific developed a specialized method of handling this type of business. It featured the use of demountable containers in truck-rail service, the trailer bodies being lifted off their wheels by gantry cranes and deposited onto flatcars for rail transport to destination. This service was inaugurated early in 1956.

Meanwhile, railroad financial circles had been stirred in 1954 when another attempt was made to take Missouri Pacific out of bankruptcy. After months of negotiations to seek a new plan of reorganization, a formula was finally devised which proved satisfactory to all concerned. But it was not until two years later, on March 1, 1956, that the United States District Court at St. Louis officially ended Missouri Pacific's 23 years of receivership.

Mr. Neff was elected president of the new Missouri Pacific, but a year later-in May, 1957-he relinquished the presidency and was named chairman of the board. He served until his death one month later.

Russel L. Dearmont, for 20 years counsel for the Trustee, was elected president to succeed Mr. Neff.

He had entered service of the Missouri Pacific as a district attorney at Cape Girardeau, Mo., in 1930 and was appointed counsel for the Trustee in 1936.

The reorganized Missouri Pacific which Mr. Dearmont now headed continued to progress, with the railroad making an all-out bid to regain freight traffic lost to over-the-highway truck lines. The company also increased its efforts to attract new industries to its 12-state territory. To further one such enterprise in 1958, some \$3 million was spent to build a 27-mile spur to service a new iron ore mine operation set up near Sullivan, Mo.

Modernization of the properties continued uninterrupted, and in November, 1959 a \$13-million double-crest automatic freight car classification yard was opened for service in Kansas City, Mo. Two years in building, it embodied the latest advances in electronic technology. The Kansas City yard proved so successful that similar, single-crest classification yard was built in North Little Rock, Ark., and went in service March, 1961.

In this same period developments in the field of electronic data processing found increased railroad applications and the company soon acquired its first computers and the complex array of component equipment.

The company's initials-MP-continued as symbols of the Modern and Progressive spirit of Missouri Pacific's heritage. Electronic data processing was expanded; many miles of continuous welded rail were laid; an entirely new and automated wheel shop at North Little Rock was underway in 1963 and the first completely automated railroad freight station in the nation was placed in operation at St. Louis in 1963.

In the two-year period, 1962-1963, more than \$100,000,000 was spent to improve the equipment, track and structures of the system. Included were 3,217 new freight cars and 156 new locomotives. Through intensive repairs, the railroad's serviceable cars were increased to more than 97 per cent of its 57,577-car fleet.

To effect economies in operation and eliminate costly duplicate facilities, a consolidation of the operations of the majority-owned Texas & Pacific Railway subsidiary into the Missouri Pacific lines was being effected in 1963.

And so ... as it entered its 113th year of service to the public, the Missouri Pacific - Texas & Pacific System, with its 12,000 miles of railroad in twelve states, had become a dominant force in the transportation services available to the dynamic west-southwest territory it helped to build. The strategic geographical position of the System afforded connections with all major rail lines that extended to the four corners of the nation and into Canada and Mexico.

An 'important factor in Mo-Pac's recent history has been the Mississippi River Corp., a holding company which also controls subsidiaries involved in the production and transmission of natural gas as well as cement manufacturing. Mississippi began buying Mo-Pac stock in 1959 and gained voting control in 1962. Mississippi Board Chairman William G. Marbury's candidate to succeed Russell L. Dearmont as president of Mo-Pac was Downing B. Jenks. Mr. Jenks was elected president, and Mr. Dearmont was elected chairman of the board, in 1961. Mr. Jenks came to the Mo-Pac from the Rock Island Lines where his election as president in 1956 at age 40 made him the youngest president in modern railroad industry.

Beginning in 1961, Mr. Jenks initiated an intensified plant and equipment modernization program that continues today. He also immediately began building a new management team. An important factor in developing the new team was the lowering of Mo-Pac's retirement age from 70 to 65 which made it

possible both. to promote people already with the railroad and to make room for personnel brought in from outside.

One Mr. Jenks brought in 1961 was John H. Lloyd. Mr. Lloyd joined Mo-Pac as vice president-operation, the same post he had held with the Rock Island Lines. In 1971, Mr. Jenks was elected Mo-Pac chairman and the same year was elected president and chief executive officer of Mississippi River Corp. following the death of Mr. Marbury. Mr. Jenks was elected chairman of the board of Mississippi in 1973. Mr. Lloyd succeeded Mr. Jenks as president of the Missouri Pacific in 1972 and was elected chief executive officer of Mo-Pac in 1974.



During Mr. Jenks' presidency, Mo-Pac made major strides in improving the efficiency of its operations through mergers and acquisitions. In 1964, Mo-Pac's Texas and Pacific Railway subsidiary assumed control through stock purchase of three railroads making up the 767-mile Muskogee Co. system which operated in Oklahoma, Kansas, Arkansas and Texas.

The T&P retained control of the 203-mile Kansas, Oklahoma & Gulf, and of the 335-mile Midland Valley Railroad. These railroads crossed at Muskogee, Okla., and through a connection at Okay, Okla., had direct "cut-across" access to lines into Wichita and Kansas City. The T&P sold the third line -the 104-mile Oklahoma City-Ada-Atoka Railway-to the Atchison, Topeka and Santa Fe Railway.

The acquisition provided Mo-Pac a direct route between Kansas City and the Southwest by way of Oklahoma -a route 319 miles shorter than the previous one. The Midland Valley and the KO&G subsequently were merged into the T&P in 1967 and 1970, respectively.

A threat to the efficiency of traffic handling at the important St. Louis gateway developed in 1966 when the Cotton Belt, a Southern Pacific subsidiary, attempted to monopolize the Alton & Southern Railroad, a vital terminal switching facility. Mo-Pac filed an application with the Interstate Commerce Commission to acquire the A&S, proposing that its ownership would be joint with other line-haul carriers so that this terminal facility would continue to be open to all railroads. After hearings were completed, the ICC in 1968 authorized Mo-Pac and the Chicago & North Western Railroad to purchase the A&S. Today, the East St. Louis terminal and classification yard of the Alton & Southern, now owned jointly by the Missouri Pacific and Cotton Belt, continue to play a major role in moving rail traffic through the St. Louis gateway, classifying freight for Mo-Pac and nine other railroads.



Looking north from St. Louis, Mo-Pac had long recognized that the Chicago & Eastern Illinois Railroad represented a natural extension of its routes into Chicago, the nation's largest rail gateway and the primary gateway for traffic moving between the U.S. and Canada. Mo-Pac began acquiring C&EI stock in 1961. The Louisville & Nashville Railroad also sought control of the C&EI. Mo-Pac immediately applied to the Commission for authorization to control the C&EI, which was granted in 1967. However, the ICC required that the C&EI sell its Evansville line to the L&N. This sale, finalized in 1969, gave the L&N joint ownership and common usage of C&EI's Chicago to Woodland Junction Line and outright ownership from Woodland Junction south through Danville, Ill., to Evansville, Ind.

Mo-Pac's acquisition of the C&EI made possible a direct service over the Missouri Pacific System between Chicago and the West and Southwest, bypassing the busy St. Louis gateway via Thebes in southern Illinois. In addition, via the C&EI's western leg, Mo-Pac now had a line to provide direct service between the important Chicago and St. Louis gateways.



As soon as it gained control of the C&EI in 1967, Mo-Pac began to rebuild the railroad and bring it up to the modern standards of the rest of the Mo-Pac System. This included construction of new shops, expansion of yards, replacement of lightweight track with continuous welded rail, installation of Centralized Traffic Control, rebuilding of bridges and purchases of new freight cars and locomotives. In 1974, with this rebuilding job largely accomplished, Mo-Pac introduced its North American Rail Link, which provides single-carrier service across the United States between Canada and Mexico. Mo-Pac has the only single system route linking Chicago and Laredo, Texas, the foremost rail gateways to our neighboring countries. MoPac has actively promoted this new route and is moving an increasing amount of traffic as trade among the U.S., Canada and Mexico continues to grow.

Growth by merger was on Mo-Pac's mind early in 1966 when it began buying shares of Santa Fe Railway preferred stock. In May of the same year, Mo-Pac and the Mississippi River Corp. filed a joint application with the Interstate Commerce Commission for authority to acquire control of the Santa Fe. These actions were based on Missouri Pacific's belief that the natural and logical development in the realignment of the railroad industry west of Chicago and the Mississippi River would include the amalgamation of the Santa Fe and Mo-Pac.

In 1968, Mo-Pac and the Mississippi River Corp. withdrew their joint application, partly because of the complex nature of Mo-Pac's dual stock structure which had led to litigation between the two classes of Missouri Pacific stockholders. The unsuccessful attempt to merge with the Santa Fe and other merger proposals which had either been rejected or not seriously pursued because of Mo-Pac's capital structure pointed to the need for MRC, which controlled Mo-Pac's Class A stock, and Alleghany Corp., which controlled the Class B stock, to resolve their long-standing differences.

Alleghany Corp., a New York based holding company, once controlled the Missouri Pacific and when the railroad emerged from reorganization in 1956, Allegheny's common stock holdings were transformed into Class B shares. As the majority owner of Class B stock, Alleghany had, in effect, a veto power over mergers or other major moves affecting the railroad's capitalization since a majority vote of each class of common stock - B as well as A - was needed for approval. In 1967, a holder of Mo-Pac Class B shares sued the railroad over its dividend policy. Alleghany Corp. joined the suit the next year.

Before the issue came to trial, the parties agreed on a recapitalization plan late in 1972 which was approved by the court early the next year. Completion of the recapitalization of the Missouri Pacific was accomplished early in 1974. Specifically, the recapitalization involved issuing one share of \$5 Cumulative Convertible Preferred Stock for each share of previously outstanding Class A Common Stock and the issuance of 16 shares of Common Stock, plus \$850 in cash, for each share of previously outstanding Class B stock. The recapitalization, which resolved the stock conflict and provided an essential stock restructuring, also gave Mo-Pac the potential for more active participation in the Western Railroad merger movement and cleared the way for the Missouri Pacific to proceed with its own corporate unification.

Thus in 1974, Mo-Pac was enabled to take a further step toward corporate simplification: the merger of The Texas & Pacific Railway as well as the Chicago & Eastern Illinois Railroad into the Missouri Pacific to create a system unified in name as well as in fact.

The merger plan was drafted and subsequently was approved by stockholders of the three companies at separate meetings in October, 1974. Application was made to the Interstate Commerce Commission which authorized the merger in May, 1976, Mo-Pac's 125th anniversary year. However, the merger was delayed by parties seeking reconsideration of the Commission's order.



On October 15, 1976, merger of the T&P and the C&EI into the Missouri Pacific Railroad was consummated under the ICC's original order when the Fifth Court of Appeals in New Orleans denied a request to stay the effectiveness of that order. The unified system - a goal of Mo-Pac people for decades was accomplished.



Hundreds of miles of conventional rail have been replaced by continuous welded rail; many bridges have been rebuilt or upgraded; millions of dollars have been invested in new terminals to handle piggyback and small shipments and still more millions in automated freight classification yards.

Thousands of new freight cars and hundreds of locomotives have been added to the Mo-Pac System freight fleet, which ranks as one of the best-maintained and youngest fleets in the rail industry. Shops have been built new or modernized and highly sophisticated computer, communications and signal installations have been made across the railroad. Mo-Pac also has had success in refining its services and in developing marketing concepts that have enhanced the company's competitive position.

Efficient movement of freight depends in part on Mo-Pac's locomotive and freight car repair and service facilities, among the most complete and modern in the industry.

The railroad's largest maintenance center for locomotives and cars is at North Little Rock where an automated wheel shop and airbrake shop were built in 1964. Other installations there have included a rail welding plant, producing quarter-mile lengths of continuous welded rail for the entire system, that was completed in 1967, and a diesel locomotive repair and overhaul complex which began operation in 1969. North Little Rock also is the location of the railroad system headquarters for distribution of materials and supplies.

A multi-stage modernization program carried out at Mo-Pac's major freight car repair complex at DeSoto, Mo., was completed in 1966 with construction of a car fabricating shop, the seventh new structure built during the project. Additional freight fleet service facilities built new or expanded in this period included the installations at Wichita; Omaha; San Antonio', Ft. Worth, Laredo and Marshall, Texas, and Avondale, La.

Heavy investment also has been made since 1961 at key freight yards throughout the Mo-Pac System to streamline traffic movements. The railroad's multi-million dollar automated classification yard at North Little Rock, which went into operation in 1961, was first expanded in 1962, again in 1964 when eight classification tracks were added to make a total of 64, and again in 1966 when a special adjoining city freight yard was built. Yard capacity was doubled at San Antonio in 1964 and late in 1967 Mo-Pac announced a massive project for Lancaster Yard at Ft. Worth.

The three-year Ft. Worth project involved both expanding the yard's capacity and converting it to automated, electronic operation. The task was especially difficult because the old yard was kept operating while the new one was built on top of it.

Completed in 1971 and named Centennial Yard in honor of The Texas and Pacific Railway's 100th year, the new 44-track classification yard is one of the most modern in the nation.

Mo-Pac's heavy investment in shops and yards has been matched with both investment and innovations in service to improve the railroad's competitive position. Since the early Sixties, the Missouri Pacific has steadily increased its traffic share of such major commodities as chemicals, automobiles and auto parts, wheat and other food grains, lumber and paper products, steel, iron ore, sand and gravel, and coal.

Coal was the first commodity Mo-Pac hauled in unit train service, a field the railroad entered in 1966. This is the movement of great tonnage's of single bulk products between two points on a regularly scheduled basis. Now grain and ore, as well as coal, move in Mo-Pac unit trains.

For the automobile industry, Mo-Pac also operates special trains that carry parts to assembly plants and move finished vehicles to unloading/distribution facilities at strategic trackside locations. Missouri Pacific's auto distribution center at Arlington, Texas, was doubled in size in 1967. New centers were built at Lee's Summit, Mo., and St. Louis in 1973.

Cooperative service arrangements with other railroads have been, and continue to be used when they can improve equipment utilization and upgrade \_ transportation service. Such operations include run-through trains with pooled locomotive of Mo-Pac and other roads and coordinated transcontinental service for which the Missouri Pacific joins with one or more other rail carriers to provide streamlined transportation.

An important part of Missouri transportation service is transportation consultation, provided to customers by Mo-Pac sales representatives. Recognizing the importance of its sales representatives, Mo-Pac established an in-depth sales training program in 1970. This program, one of the first in the railroad industry, has been expanded and upgraded since. Another training program for Mo-Pac personnel features regular lessons on such topics as ICC law, international and government traffic, freight claims and pricing regulations.

Perhaps the most dramatic development in Missouri Pacific service since 1961 has been what Mo-Pac calls "total transportation" Mo-Pac has made steady progress toward its goal: operation as a total transportation company using all transport modes to offer all the combinations of service that a shipper may need. A consistent industry leader each year in both growth and volume of piggyback and containerized traffic, Mo-Pac has invested heavily-more than \$20 million since 1961 in the facilities and hardware needed to efficiently handle intermodal movements.

Freight terminals, piggyback facilities and track-rail installations were either built new or greatly improved and expanded throughout the Sixties at San Antonio, Dallas, Houston, New Orleans, North Little Rock, St. Louis and Kansas City. More recently, all-new intermodal distribution centers have been built at St. Louis, Memphis, Ft. Worth, Monroe, La.,and Wichita.

A key factor in Mo-Pac's intermodal performance has been the operations of the railroad's two motor carrier subsidiaries: Texas and Pacific Motor Transport Co., and Missouri Pacific Truck Lines, Inc., established in 1929 and 1938, respectively.

These subsidiaries have become a major trucking system, operating more than 3,100 units of equipment over 18,000 miles of highway routes in Missouri Pacific's mid-America territory.

Limited by law for several years to handling less-than-carload traffic in railsubstitute service, Mo-Pac's truck lines achieved a major breakthrough in 1975 when they were granted authorization to handle interstate traffic on their own, instead of railroad, billing. Missouri Pacific's trucking subsidiaries have played an important role in Mo-Pac total transportation operations, both performing on their own and assisting the railroad to perform several intermodal operations and services.

One such intermodal service -Piggyback-received substantial upgrading beginning in 1964 with the introduction of the first of a seriesof special piggyback trains to provide highway competitive service between Chicago and St. Louis and key Texas cities.

Another transport mode water was added to Mo-Pac's total transportation arsenal in 1969 with the

establishment of Missouri Pacific Intermodal Transport, Inc., a non-vessel operator that handles the details of ocean freight forwarding for international shippers. In 1970, Missouri Pacific introduced Containerpak, a series of shipping plans that organized movements by container. Mo-Pac pioneered the use of containers in 1928 and remains a leader in containerization with one of the industry's most extensive line-ups of container handling facilities and services.

An important intermodal step toward total transportation was made in 1972 when Missouri Pacific Airfreight, Inc. began operations in St. Louis. Mo-Pac Airfreight, with operations bases at several key cities, takes advantage of Missouri Pacific's terminals and the trucks of the railroad's two motor carrier subsidiaries to offer shippers expedited forwarding of air cargo to and from all major airport cities in the U.S., and to points in Canada and Mexico.

Making airfreight and the other elements of total transportation work together has required prompt adoption of new technology, particularly in the areas of traffic control, communications and computer applications. In 1966, Mo-Pac was the first in the industry to install a solid-state Centralized Traffic Control machine. Another first was Missouri Pacific's introduction the same year of a fully-automated materials management system providing computer determination of reorder points and quantities, automatic Surplus checking, purchase order writing and automatic vendor selection. Mo-Pac's computer applications have since expanded into the areas of traffic and market analyses, equipment control, car accounting and car tracing.

But Mo-Pac's most ambitious application of computer technology to date has been its Transportation Control System (TCS), a computer-based management information and control system that actually exceeds in scope and complexity the Apollo Moon Program used to launch, guide and land the astronauts. TCS, whose implementation began in 1969, is helping Mo-Pac to keep an incredibly tight rein on the railroad, to provide pin-point control of 400 trains moving 70,000 cars every day over Missouri Pacific's 12-state, 12,000-mile system. This program's goals are more efficient and reliable freight transportation/distribution service, maximum utilization of Mo-Pac equipment, reduced paperwork and better communication with customers.



In 1975, the Federal Railroad Administration awarded Mo-Pac a \$5.5 million contract to develop an automated freight car scheduling system, built upon the data base and operating applications of Missouri Pacific's TCS.

Announcing the contract, Federal Railroad Administrator Asaph H. Hall noted Mo-Pac's progress in transportation control via TCS. He said, "This is a laudable pioneering effort by the Missouri Pacific and it is one which other railroads may utilize to improve the reliability of the transportation product, the utilization of the freight car fleet and the communication with customers"

The FRA also noted that while some other railroads had spent as much as Mo-Pac in the area of movement control, only the Missouri Pacific had accomplished all of the steps essential as a working foundation for precise scheduling of individual freight cars, loaded and empty, dock-to-dock.

*Last Updated: January 24, 2009*

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## MISSOURI ILLINOIS

### Missouri - Illinois Railroad (M-I)

The Missouri-Illinois was part of MoPac's family since the steam-filled days of April, 20 1929. M-I subsidiary MRBT (Mississippi River & Bonne Terre) was leased by M-I. The Missouri-Illinois was a major shortline running along both sides of the Mississippi River south of St. Louis. It was wholly owned by the Missouri Pacific from July 1, 1929 after the consolidation of a number of Missouri and Illinois shortlines. The M-I served the rural parts of Missouri and Illinois - for a small railroad it was an impressive carrier of freight, mineral ore, coal, passengers, and even operated a ferryboat transfer service, all in just 200 miles of mainline.

The Missouri-Illinois was originally formed in 1921 out of the bankrupt Illinois Southern (itself the consolidation of the old Illinois Southern and the Southern Missouri Railway - both created in 1900 to build a route from Mississippi to Kansas City) The Illinois Southern suffered a major disaster when it's steamship ferry sank in 1920, literally taking half of the railroad with it, thus forcing the railroad out of business. This foreclosure brought about the creation of the M-I, which took over the line.

The Mississippi River & Bonne Terre RR (MR&BT) was the primary subsidiary of the M-I. Formed on May 11, 1888 and spreading from Bonne Terre northward to Riverside, Missouri and connecting to the St. Louis, Iron Mountain & Southern, the MR&BT road operated over 66 miles of railline at it's peak. It's primary resource was the wealthy mineral stronghold of southeastern Missouri.

M-I is perhaps most remembered for their ALCo diesels. The road bucked the EMD trend and bought almost exclusively ALCo-built road switchers for their operations (with the exception of a few EMD switch engines). First came a single RS-2 (one of only four system-wide) The M-I must have liked the RS, because for their next aquisition they again ignored the popular GP7 in preference for the new RS-3 roadswitcher, purchasing a total of 13 of these units, a third of the total aquired by the whole MoPac system. These units had "Missouri Illinois" spelled out on their sides in the blue and gray scheme. By the age of the screaming eagles, ownership of these units was reduced to simple sublettering under the parent company's emblem.

The Missouri Pacific acquired a controlling interest in both the M-I and the MR&BT on July 1st, 1929. These two shortlines were then consolidated and the Missouri-Illinois ran as a subsidiary until October 25th, 1978. The small Missouri-Illinois was the last railroad to officially fall under the Mopac flag, being merged on November 1, 1978.

MPHS - MoPac History: Missouri - Illinois

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(source: *Cabooses of the Missouri Pacific Lines*, by G. J. Michels and *Missouri Pacific Diesel Power*, by Kevin EuDaly)



**Missouri-Illinois 4-4-0 205** - the MoPac subsidiary's power is shown in a fireman's side view with two passenger cars in this shot. On the white border, below the photo, Furler wrote the name of the railroad, its length, and number of engines and cars. - Donald Furler Photo / [Todd Greuter Collection](#)



**M-I 502** - a fireman's side view of a 2-8-2. Again the photographer wrote the info on the photo border below. - Donald Furler Photo / [Todd Greuter Collection](#)

[http://www.mopac.org/history\\_m-i.asp](http://www.mopac.org/history_m-i.asp)

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### Missouri - Illinois Railroad History

The Missouri-Illinois was part of MoPac's family since the steam-filled days of April, 20 1929. M-I subsidiary MRBT (Mississippi River & Bonne Terre) was leased by M-I. The Missouri-Illinois was a major shortline running along both sides of the Mississippi River south of St. Louis. It was wholly owned by the Missouri Pacific from July 1, 1929 after the consolidation of a number of Missouri and Illinois shortlines. The M-I served the rural parts of Missouri and Illinois - for a small railroad it was an impressive carrier of freight, mineral ore, coal, passengers, and even operated a ferryboat transfer service, all in just 200 miles of mainline.

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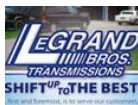
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Reference: Caboose of the Missouri Pacific Lines, by G. J. Michels





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## Cape Girardeau's most obscure historic landmark

Posted Wednesday, March 24, 2010, at 11:51 AM

If a bridge doesn't cross anything, is it still a bridge? That's a philosophical question posed by a [small concrete structure](#) on Morgan Oak Street in Cape Girardeau.



While it doesn't look like much of a bridge, the structure is probably the oldest bridge in Cape Girardeau. Despite its obscurity, this small blob of concrete is one of the last major artifacts from a fascinating chapter in local history.

Louis Houck, accidental railroad tycoon, wanted to build a railroad connecting Cape Girardeau with towns to the north, an area that had been ignored by other railroads. The first train on his Cape Girardeau & Chester Railroad ran between Cape and Jackson on Nov. 16, 1905. Soon the railroad provided service to Oak Ridge, Perryville, and beyond.

Houck's railroads had a dubious reputation for low-budget construction and unsafe operations. Investigators for Missouri's Railroad & Warehouse Department visited the railroad and [reported](#). "We went over the line from Cape Girardeau to Jackson, a distance of 10 miles, and found it to be in a very unsafe condition."

This was actually an improvement over the reports from Houck's other railroads. A frequently-quoted [report from 1898](#) stated:

In many places the rail is not spiked to the ties and is from one to two inches clear of them, the consequences being bad low joints, bent and warped rails, and the track utterly out of line and surface. Deraillments at these points are frequent, and that lives are not lost of person injured thereby, is due more to luck than management.

The report added:

### Pavement Ends

James Baughn



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The webmaster of seMissourian.com and its sister newspapers, James Baughn has lost track of the number of websites he manages. On the side, he maintains even more sites, including [Bridgehunter.com](#), [LandmarkHunter.com](#), [TheCapeRock.com](#), and [Humorix](#).

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Whilst we were at a point about two miles east of tunnel [near Williamsville in Wayne County], a local freight train carrying passengers, the train consisting of about 18 cars, and with locomotive in centre of train, passed us at a speed of not less than 35 miles per hour. We are free to say this in all our railroad experience of many years, we never witnessed a more reckless disregard of reasonable precautions than was shown in this instance.

When building his railroad through Cape Girardeau in 1905, Houck wasn't quite the tightwad as usual. He sprung for a stately depot and headquarters building on Independence Street, featuring stonework that was surprisingly fancy for a Houck project.



Houck chose the Happy Hollow neighborhood, between Independence and William streets, for the depot, rail yard, and other facilities. To build the south approach to the rail yard, it was necessary to construct a shallow trench for the tracks, and to provide overpasses at Good Hope and Morgan Oak streets.

Probably designed by chief engineer Dennis M. Scivally, the concrete arch overpasses were also surprisingly fancy for a Houck project. His railroads had always specialized in low-budget, low-quality wooden trestles. (Or, in some cases, *no-budget* spans built using fallen logs.)

Building the overpasses with concrete, a relatively new technology, was a bold choice.

engaged,  
involved,  
sticky.



3/4 of all U.S. adults  
have read a newspaper in print or  
online in the past week.

HOT TOPICS

[Belmont, Missouri: Where the pavement really ends](#)  
(📅 1 ~ 7:53 PM, Aug 16)

[Missouri versus Kentucky: The 1870 smackdown](#)  
(📅 4 ~ 10:39 AM, Aug 11)

[Where the river drives a thousand mapmakers crazy](#)  
(📅 1 ~ 9:58 PM, Jul 31)

[Common Pleas Courthouse was almost demolished 70 years ago](#)  
(📅 2 ~ 9:32 AM, Jul 14)

[Sunflowers in bloom again](#)  
(📅 0 ~ 12:01 PM, Jul 8)



The railroad, later renamed the Cape Girardeau Northern, reached its peak in 1912 before becoming a money-losing albatross. Houck, who at this point in his career was no spring chicken, was ready to unload his investment in the railroad. By 1913, he believed that he had found a suitable buyer, the Frisco Railroad. However, the deal collapsed when the Frisco went into foreclosure. Houck was stuck with the albatross, much to his dismay.

History may have been much different if the Frisco had successfully taken over the railroad. Located on high ground away from the Mississippi, the tracks between Cape and Perryville [would have provided an alternate route](#) during frequent river floods. Fruitland, Pocahontas, Oak Ridge, Daisy, Biehle, Lithium, and other small towns along the route might look very different today if they still had an active railroad.

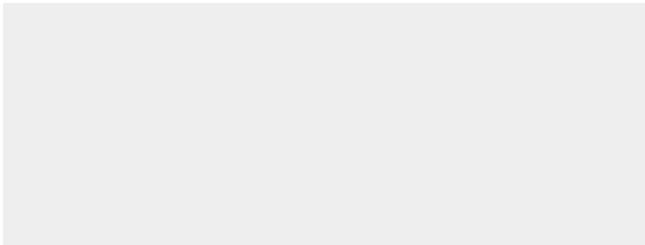
Out of financial desperation, the Cape Girardeau Northern was forced to discontinue service along portions of the tracks. After Louis Houck died in 1925, a new owner [was finally found](#) for the railroad: the Missouri Pacific. However, they only took control of portions of the line near Cape Girardeau.

The new management had plans to make improvements to the Happy Hollow area in the 1930s, including [building a viaduct](#) to span a proposed extension of Merriwether Street. Filling the gap in the street was considered a high priority for the city, with Mayor Edward Drum saying, "I believe this project is the most important single item of improvement we can undertake at this time." Of course, the viaduct was never built and the weird gap in Merriwether Street still remains.

West from Happy Hollow, the railroad tracks ran down the middle of Independence Street for five blocks. This situation led to constant [complaints](#) and [editorials](#) in the Southeast Missourian about the poor condition of the pavement.

An [editorial on March 13, 1978](#), stated, "And the surface of Independence street along the Missouri Pacific tracks is a continuing municipal disgrace, caused by an amazing city decision not to require the railroad to meet city engineering requirements when work was done the last time."

Car and motorcycle accidents were frequent on Independence, with [numerous lawsuits](#) filed against the railroad and city.





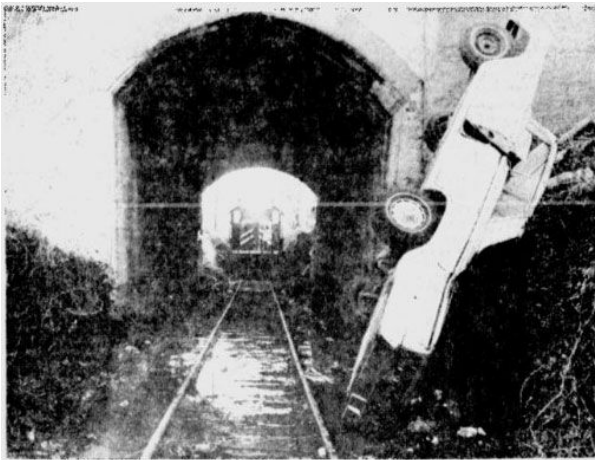
SURPRISE ENDING. THIS NASH AUTOMOBILE SEDAN, DRIVEN EAST ON INDEPENDENCE STREET BY OLIVER A. OWENS, 215 NORTH ELLIS STREET, ENDED BOTTOM SIDE UP WITH NO INJURIES TO THE DRIVER AFTER IT SKIDDED ON WET MISSOURI PACIFIC TRACKS SUNDAY MORNING, GLANCED INTO THE CURB ON THE SOUTH SIDE OF THE STREET AND FLIPPED OVER. THE VIEW IS FROM THE SOUTH SIDE OF THE STREET EAST TOWARD THE PACIFIC STREET INTERSECTION.

Front-page photo from [Dec. 6, 1954](#)

The overpasses at Good Hope and Morgan Oak were also a source of frustration, for train conductors and motorists alike. The March 2, 1975, Southeast Missourian reported [this humorous anecdote](#):

The Missouri Pacific freight was backing up toward Good Hope Street overpass Sunday afternoon when the train came to a sudden halt. Two combines on a flat car were a couple inches too tall to go under the overpass. The train crew was in a quandry as to what to do. The problem was solved by letting air out of the tires of the combines. The problem-solver was a Girardeau, a train buff, who happened to come along. He gave the crew a screwdriver from his car and in 10 minutes the tires were deflated.

An [item from April 4, 1975](#), wasn't quite as fun for the people involved. The photo, taken from below the Morgan Oak viaduct, speaks for itself.

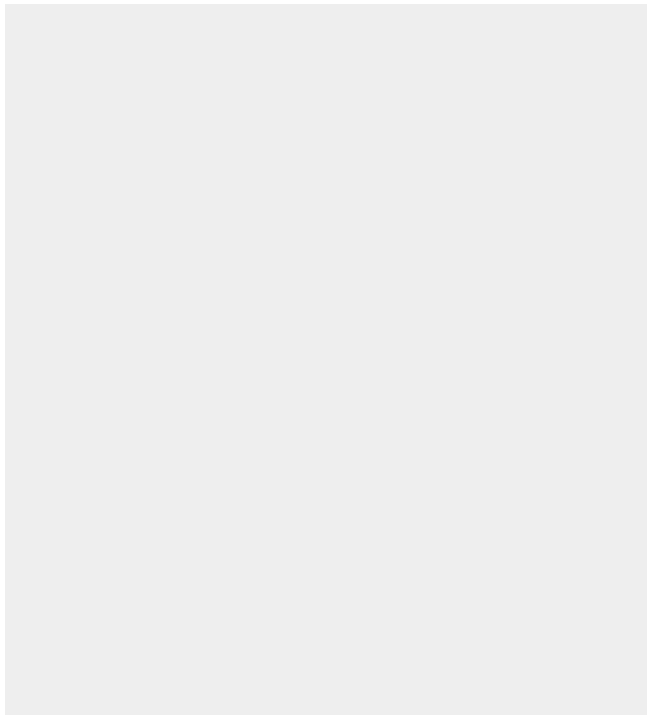


### Sidetracked

Imagine the surprise when an unidentified Missouri Pacific engineer found an upended car blocking the railroad tracks at the Morgan Oak overpass this morning. Police said the car, driven by Robert Lynn Davie, 2130 West Cape Rock Drive, had been traveling west on Morgan Oak around 5:30 a.m. when an east-bound car, reportedly in the wrong lane, forced it off

the road. Mr. Davie escaped with only minor cuts to his face and a finger. The auto was quickly pulled out by a wrecker and the train proceeded. The accident is under investigation by the Cape Girardeau Police Department. (Photograph by Gordon L. McBride)

The Missouri Pacific shut down operations and [removed the rails](#) by 1986. The two viaducts remained, now spanning nothing but an empty trench. In the 1990s, the city partially filled the Morgan Oak bridge and completely removed the Good Hope bridge.







Southeast Missourian/Steve Probert

#### Bridge being removed on Good Hope

Stanley Emmons of Nip Kelly Equipment Co. pushed fill dirt off the side of a railroad bridge in the 400 block of Good Hope Street Tuesday. The street is blocked while a railroad bridge is being removed.

Southeast Missourian, Sept. 4, 1996

Today, the old viaduct on Morgan Oak spans a partially filled ditch, a peculiar sight from Fountain Street. With the [planned extension](#) of Fountain Street north to William Street and the installation of a roundabout at Morgan Oak, it is likely that the viaduct will be partially or entirely removed in the near future.

Before that happens, you still have a chance to visit this oddball landmark and think of Louis Houck and his low-budget railroad "empire".

---

#### References

[A Missouri railroad pioneer: the life of Louis Houck](#), Joel P. Rhodes, University of Missouri Press, 2008

*Louis Houck, Missouri historian and entrepreneur*, William T. Doherty, University of Missouri Press, 1960

"[Fifty years ago tonight first train tooted welcome here](#)", Cape Girardeau Southeast Missourian, Dec. 31, 1930 (year-end progress edition)

Various stories from the Southeast Missourian newspaper archive (available online at [Google News Archive](#))

Annual reports of the State of Missouri Railroad and Warehouse Commissioners (some of these are available online at [Google Book search](#))

[Drawing of proposed Fountain Street extension](#) (PDF)

USGS topographic quadrangle map of Cape Girardeau, 1924 (available online from the [University of Alabama Map Collection](#), shows the exact route of the railroad)

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#### Comments

Showing comments in chronological order



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James,

Here's some shots of the Houck Railroad cut on Old Jackson Road. I mentioned before that my dad had a contract to widen the road there, which necessitated blasting a bigger opening in the cut. He launched a boulder through a nearby roof when the dynamite charge was miscalculated.

<http://www.capecentralhigh.com/cape-phot...>

I've just run across some pictures of Happy Hollow and the bridges while the tracks were still there. I'll have to get on the ball and post them.

-- Posted by **ksteinhoff** on Wed, Mar 24, 2010, at 1:10 PM

Keep up the fine work James. Best blog on the website.

Ok, you and Fred Lynch tie...

-- Posted by **John R Cash** on Wed, Mar 24, 2010, at 2:44 PM

Oh, wow! More Houck lore! This is great, James! The legend just continues to grow!  
"Accidental railroad tycoon..." That's good!

It's neat the way you guys exchange photos and history. You complement each other's stories quite nicely.

I wonder if this is part of the archival stuff that the Southeast Missourian is putting on the internet?

-- Posted by **goat lady** on Wed, Mar 24, 2010, at 9:33 PM

Love these local "refresher-courses"!

Although I must admit my knees "creak" a lot louder, when a Missourian-photo dated on September 4, 1996, already looks---well---OLD!!!

"Pull-up a seat, an' pass the Equine-Strength Absorbine, please...!"

-- Posted by **donknome-2** on Thu, Mar 25, 2010, at 12:45 PM

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SFCRR 50 at Farmington, MO, date and photographer unknown  
Don Ross Collection

### The St. Francois County Electric Railroad

THE COUNTY ELECTRIC RAILROAD WAS A LINK TO COUNTY PROGRESS  
The Daily Journal, Flat River, Mo., Monday, March 19, 1979

An article in the 1909 Detailed Financial Report of St. Francois County should be forgiven if it took too much for granted. But it served to underscore the importance of railroad transportation in the first decades of the 20th century. "In addition to these (the article had mentioned other railroad lines) we have the St. Francois County Electric Railway, connecting the county seat and the lead belt with the St. L.I. & S. at Delassus, the M.R. & B.T. at Flat River and the I.S. at Esther," the article said.

"The probabilities are that when the 'Centennial Number' of this pamphlet will be issued, and the history in this respect recorded, it will tell of trolley lines from St. Louis through the lead belt of St. Francois County and on to the county seat, connecting here with points south and southwest of us." The vision of the pamphlet's author Joseph A. Lawrence, never materialized. Today Farmington has no railroad connections at all.

But for over five decades, the city had its own commuter and freight system. Trolleys at one time hauled passengers to Flat River to work in the mines, returning them in the evening. Links were achieved with the other railroads, providing shipment routes to points in all directions for the town. But the dream of Lawrence and the founders of the line in Farmington disappeared as other surface transportation achieved dominance in the area. Today, only along North Street are rails of the line still found protruding through the pavement. Over the remainder of its former run, strips of blacktop between concrete lanes or the telltale cracking of asphalt streets provide a remainder of the bygone days.

From March 1901, when a group of civic leaders proposed the line, until November 1957, when the last train pulled through town, the trolley and later, diesels, were a familiar sight. Its longest route covered the distance from Delassus to Flat River. The railroad also had spurs to take cars to the notable businesses in the town. Just for a second in this historic look backward, a trip on the railroad is required. It will provide a glimpse of the road as it was.

The three railroads mentioned by initials in the Detailed Financial Report were the

St. Louis, Iron Mountain and Southern, the Mississippi River and Bonne Terre and the Illinois Southern. Today, the St. Louis and Iron Mountain, better known as the Belmont branch of the Missouri Pacific, is out of service. The Illinois Southern is the Missouri-Illinois Railroad, which indirectly serves Farmington with a freight siding at Ogborn Junction north of town. The Bonne Terre route is now owned by Missouri Pacific. Most of the M.R. & B.T. road was torn out, but parts of it are used in Mo Pac connections today.

The county railroad line started at Delassus where a siding was built for connection with the Belmont. It intersected Columbia Street at the area around the Clardy Farm and State Highway Department shed. From there, it moved up Columbia Street to swing around the county courthouse. Its Farmington depot is now the site of Heck's IGA on North Washington Street. The line turned on Spring Street, running west to A Street before turning north. Money troubles plagued the line from the very start. The county electric railroad was a link to county progress. From A Street the tracks turned west onto North Street and then headed north again on Potosi Street. The line left town along Potosi Street, heading past its powerhouse, which was located near where the intersection of Electric Place and Potosi would be, if Potosi was extended. The journey went to Hurryville, following the Hurryville Road where several bridges still stand, railless but looking fully capable of holding the weight. Once the right of way reached Hurryville, it originally turned west to parallel the present Missouri-Illinois tracks. In Esther it linked with mine spurs and later, to the Missouri-Illinois tracks. The last leg of the longest run would take the train, first in 1906, to the Illinois Southern depot and later, via a spur that crossed Flat River Creek and through and behind the city's central business district to the M.R. & B.T. railroad station that now serves at the Flat River Police Department building.

The reason an electric railway became necessary for the city was because of voter frugality. By 1856, the St. Louis and Iron Mountain had a link to Pilot Knob, allowing a stage coach connection to Farmington. But voters of the city in 1869 turned down a bond issue that would have brought the Belmont branch through town. Instead, it moved on the outskirts of Delassus and south of the city. That line is the right of way that crosses Route W just outside Delassus and Highway 67 south of the city sewage treatment facility.

Attempts continued, unsuccessfully, to get a rail connection in town. One railroad went broke trying to get to Farmington; a narrow gauge line was turned down; and a new attempt was being made to approve a rail connection when the citizens took matters into their own hands. "The Brief Authentic History of St. Francois County," a work put together during the Depression by J. Tom Miles, reported, "The St. Francois County Electric Railway Company was formed in March 1901, by Peter Giessing, H. Sleeth, J.P. Cayce, W.R. Lang, M.L. Clardy, John Giessing, Thos. Lang, Louis Miller, W.F. Doss, A.T. Nixon, J.M. Morris, Dr. E.C. McCormick and others. At the first annual meeting of the board Peter Giessing was made president and J.W. Buck, secretary, and actual work was begun in 1902.

"The power house was erected, machinery installed, and the road completed from Delassus to the power house, a distance of four and twenty-six hundredths miles when the money gave out because the company was unable to sell all of the bonds." Financial problems would continue to plague the company. But despite changes in ownership, the first official run of the train was made on July 24, 1904. At 10:11 a.m. that day, the first electric car rumbled down the street. Thomas Lang Sr. turned the motorman's controller which started the journey from the train sheds in Delassus to the powerplant. The car was in charge of motorman E.C. Rickard and conductor Guy Tullock. "In six minutes the city limits had been reached," history book said, "and the first stop was at the Presbyterian Church. At the post office (then in the building now occupied by Mercantile Bank) there was a stop of several minutes for a photography contest. John Doughty won the prize of 10 tickets for the best amateur photograph of the first car. "The run continued to the power house and an inspection was made. At 11 o'clock a return to the depot was made in time for all to attend church who wished to go."

The work of the railroad, both as a passenger and freight service, expanded with the needs of Farmington's businesses. Most of the stockholders and managers of the company had interests because of their businesses. The company built a siding to the Farmington State Hospital, which would supply the company most of its operating funds through the hauling of coal to the powerplant there. A spur was added to bring the line down East College Street to Middle Street, where it moved south to Harrison Street. There it served the Schramm Ice and Creamery Co., and its coal bins, the Farmington Milling Co. (the old mill next to the swimming pool that was razed in 1978) and Lang and Brothers wagon works. Also, its turn through College Street west gave access to the Giessing Milling Co. (also razed in 1978). Outside town, on the north end, it passed the DeForrest Oil Co.

As mentioned, the railway's early financial status was not good. It switched hands and went in and out of receivership until 1912, when it was purchased by the M.R. & B.T. At that time, the cost of the complete railroad was valued at \$366,170. The line returned to local ownership in 1926, when 20 businessmen put up working capital of \$20,000. Listed stockholders were M.P. Cayce, president; C.H. Giessing, vice president and business manager; G.B. Snider, F.W. Schramm, D.F. Giessing, C.E. Rozier, W.R. Lang, P.A. Shaw estate, L.H. Williams, W.C. Fisher, Morris Brothers, George Tetley, C.A. Tetley estate, O.J. Mayberry, B.T. Gentges, C.Y. White, E.J. Lawrence, Henry Giessing and Klein Grocer Co.

The group also improved the railroad and shortened its bed. The route from Hurryville to Esther was abandoned, and a link with the Illinois Southern was achieved in Hurryville. The first gasoline-powered engine, a used locomotive, was added to the line. The company, at its peak, had four electric cars, capable of taking passengers from the Farmington depot to Flat River in 30 minutes. The direct-current cars were linked to overhead wires, and motorman's tillers were moved from one end of the car to the other to reserve direction of travel. The line aided its power situation by purchasing a rotary converter to enable it to turn alternating current into DC power. During the time it hauled freight, one of the functions included hauling water to the county infirmary, where the Mineral Area Osteopathic Hospital is today.

A timetable of the St. Francois County Railroad Co., effective Dec. 17, 1922, and furnished to the Daily Journal by Mrs. Rusty Johnson, lists the times and stops for the streetcars. Stops listed are Flat River's M.R. & B.T. station, Esther, Columbia Junction, Gossom, Koen McDaniel, Hurryville, Woodland, Knauss, Ash Landing, Hunt Whitener, Power House, Potosi Road, Farmington Depot, Farmington Post Office (the courthouse square; the post office was located on the southeast corner at that time); State Hospital; Clardy and Delassus.

A car would leave the powerhouse at 5:25 a.m. and reach the courthouse square at 5:32 a.m. From there, passengers headed for the Lead Belt would rumble along to Flat River, where the train would reach the M.R. & B.T. station at 6:00 a.m. The return trip got riders from Flat River to the state hospital by 6:52 a.m. The last car would leave Flat River at 6:20 p.m., reaching the courthouse square at 7:04 p.m. The last car trekked by to the powerhouse at 7:19 p.m. The railroad reached its heyday in the late 1920's. Reports showed the line was hauling up to 75,000 tons of freight annually. The Depression slowed business, but the line kept up with freight and passenger service.

Among the pleasurable benefits of the line was a connection for city residents to Woodland Park, a favorite picnicking area near the present Corral Drive-In Theater. The depot was located in the area of the present Heck's IGA store on North Washington Street. The original car barns at Delassus were retired and new ones were built downtown in the 20's. That the railroad was vital to the city was certain. A report at the time indicated, "Certain businesses would find it almost impossible to operate under the present setup were the electric railroad to discontinue." But as the other surface transportation methods grew in use, and as the use of coal decreased the days of the privately-owned railroad were numbered. The businesses it had served were slowly passing away, and the line began to lose

money in 1947. It turned a profit only one year after that, in 1951, when \$147 were cleared. That year, in what is listed as the last passenger revenue for the line, \$1.75 was collected for fares.

The profit in 1951 was aided by the city's building of the east side sewage plant. Farmington purchased 80 cars of limestone that were hauled over city tracks that year. So by 1957, the board of directors had decided it was time to end Farmington's railroad. In its July 7, 1957 edition, the St. Louis Post-Dispatch reported on the end of the community railroad. "Nine-mile St. Francois Rail Line Wants to Quit to End Its Losses," the page 3 headlines read. Pictured with the story was "One of St. Francois County Railroad Co.'s second-hand switch engines. . . in front of the county courthouse. Engineer Paul Rickus is at controls and fireman Emmett Welch is on catwalk." Also shown as the railroad company's last president, Dr. L.M. Stanfield. Stanfield owned 69 of the 250 outstanding shares of the line, which ran in front of his home on North Street. As he watched one of the locomotives move past the courthouse, forcing traffic onto the wrong side of the street, Stanfield said, "You know, this railroad actually is a nuisance." "We haven't made any money to speak of since 1947. Our equipment is run down, we need new rails and there's no prospect of getting any more business." Welch, a 45-year veteran of service to the railroad, spoke of the six-day-a-week runs the engines made.

"We don't go to Hurryville every day. Hurryville is just a place where this railroad connects with the Missouri-Illinois Railroad. About 50 people live there now and the M-I doesn't always have freight for us to haul."

The passenger service had been phased out, and only freight-hauling diesels were in operation at the time J.O. Swink, vice president and general manager of the company, told a local newspaper in October 1957, "While permission to relinquish its franchise was obtained from the Interstate Commerce Commission on Aug. 26 (1957) permission from the Missouri Public Service Commission was not received until Oct. 11." Swink, incidentally, was involved in another job with the railroad, as an engineer.

One day in former Gov. Forrest Smith's administration, Swink was running the train because Rickus had gone duck hunting. "The governor's office was trying to get me everywhere," Swink related in the Post article. "They telephoned my home, the railroad office and my law office, but I was out running the engine. They wanted to tell me I had just been appointed a circuit judge." And while the railroad terminated service in 1957, its lawyer-turned-engineer remained on the circuit bench until 1976.

When the news of the closing finally came, revelers at the Farmington Homecoming in July 1957 realized that they had indeed ridden on the 'Last Train to Delassus.' An attraction at the festival that year was a ride in a flat-bed car pulled by a diesel, from Long Park to Delassus. The fare was 50 cents. It marked the final time passengers viewed the city from the rails. Nov. 15, 1957 brought the last run. The engine made its final turn by the courthouse that day. The last freight handled by the company was a shipment of grain for the Farmington Milling Co. The last load hauled over the route was a car of cement for C.E. Trogon Construction Co.

But the spring of 1958 the rails disappeared from the line. A single rail remains on a bridge beside West Columbia Street, near the siding that connected the line to the state hospital. The North Street section was spared because that street had recently been blacktopped. The rails, switches and engines were sold. The depot building and a new train shed were also disposed of. That train shed, incidentally is the building housing the present Heck's IGA store. The railroad was headed by Dr. Stanfield when it went out of operation. Swink and M.P. Giessing, secretary, were officers. Members of the board of directors were C.H. Giessing, B.T. Gentges, Arlie McClard, all of Farmington, and Dr. W.A. Rohlfing, Flat River. At the close of office



work, Roy Wilkerson and Raymond R. 'Rusty' Johnson were on the staff. The last engine was operated by Welch, conductor, and Rickus, engineer. Marvin Welch was section foreman and Willard Hammond was on the section crew.

So Joseph a. Lawrence's great dream of a trolley network never materialized. The St. Francois Electric Railway Co. faded away like many of the firms it handled freight and passengers for. Now, only memories and the rails on North Street remain.

### Photos of SFCERR Motors



SFCERR 50 at Farmington, MO, date and photographer unknown

Don Ross Collection

Motor #50 at Farmington



SFCERR 54 at Farmington, MO, 7 Feb 1936, by Robert M. Hardt

Don Ross Collection

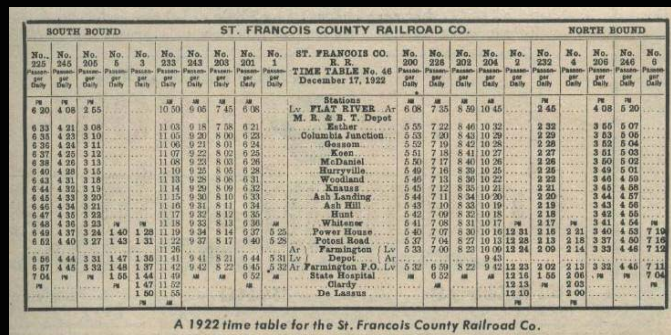
Motor #54 at Farmington



FIDOMAS 50 at Gowrie, IA, 1916, photographer unknown

Don Ross Collection

Motor #50 in Iowa





St. Francois County Railroads

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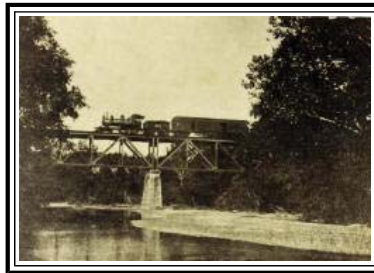
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## A HISTORY OF ST. FRANCOIS COUNTY RAILROADS



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The State of Missouri was very slow in the construction of railroads. By 1851 there was not a single mile of railroad in the entire state. There were several causes for this lack of progress in transportation facilities. The people of the state were naturally conservative; the Mississippi and Missouri Rivers and their tributaries formed natural highways through the state; and there was a lack of money among the small population then in Missouri, which was only 323,868 in the year 1840.

In 1836 there was held the first railroad convention in Missouri, which met at St. Louis. This group of fifty-nine delegates from eleven different counties (St. Francois County was not represented) recommended that two lines of railroads should run out of St. Louis. One was to go west for the purpose of opening up an agricultural region and the other to go south and west to the valley of Bellevue, just west of St. Francois County. This road was to extend into Crawford County for the purpose of developing the mineral area near the Meramec Iron Works. Nothing came of these proposals, but they formed the basis for future railroad construction in the state.

Congress in 1841 granted five hundred thousand acres of public lands to the state, hoping to encourage railroad building, but the sale of this land was apportioned to the various counties of the state and St. Francois County used her portion for the construction of county roads.

[http://www.rootsweb.ancestry.com/~mostfran/railroad/countyrailroads\\_history.html](http://www.rootsweb.ancestry.com/~mostfran/railroad/countyrailroads_history.html)

6/28/2010

#### ST. LOUIS & IRON MOUNTAIN R.R.

It was not until 1851 that the people of Missouri again became interested in railroad construction. In this year the state legislature granted state aid to two companies and by 1860 bonds had been issued in behalf of six different firms. One of these was the St. Louis and Iron Mountain Railroad Company. This was the first company which actually built a railroad in Southeast Missouri, and, of course, in St. Francois County. It was hoped that a railroad from St. Louis to Iron Mountain would facilitate the transportation of the iron known to exist in these mountains. The development of these mines had been greatly handicapped due to the slow and costly method of transporting the ore overland by means of the Old Plank Road to the River at Ste. Genevieve.

A survey was made from St. Louis to Iron Mountain in 1852 by J. H. Morley. In January, 1853, a board of directors was chosen for the St. Louis and Iron Mountain Company and a second survey was made. The cost of constructing these first railroads in the state was much greater than had been anticipated. At three different times the St. Louis and Iron Mountain Company was granted state aid, which in all amounted to \$3,600,000. By 1859 the road was finally built to Pilot Knob. Due to the enormous expense it was unable to pay the interest on its bonds and on Sept. 22, 1866, the railroad was sold at public auction, the state being the purchaser. Three commissions appointed by the governor operated it until Jan. 12, 1867, when it was again sold, this time to McKay, Simmons and Vogel, for \$350,000. They later transferred it to Thos. Allen, who more than anyone else, brought it to a state of efficiency and service to the people of Southeast Missouri. Mr. Allen placed the road on a paying basis and served as the president of the company for many years.

The first extension of the St. Louis and Iron Mountain south was that which came to be known as the Belmont Branch. This line was built from both ends towards the middle and was completed on August 14, 1869, when the last rail was laid in the middle of a tunnel in Bollinger County. When completed it covered a distance of one hundred and twenty miles from Bismarck to Belmont.

The main line extended to Poplar Bluff and a line was built from Bird's Point in Mississippi County to Poplar Bluff, known as the Cairo, Arkansas and Texas Railroad. It remained a separate organization until 1874 when it was consolidated with the St. Louis, Iron Mountain and Southern.

The main line of the St. Louis and Iron Mountain Railway enters St. Francois County at the extreme northwest and goes through Blackwell. Then running into Washington County it re-enters our county a few miles north of Bismarck, only to enter Iron County a few miles south. It again runs through a portion of St. Francois County near Middlebrook. The Belmont Branch runs south and east from Bismarck, touching DeLassus and Knob Lick. The St. Louis, Iron Mountain and Southern Railroad is today a part of the Missouri Pacific System.

#### THE ELECTRIC RAILWAY

Prior to 1856, the year in which the St. Louis and Iron Mountain Railroad was completed from St. Louis to Pilot Knob, Farmington people went by stage to Ste. Genevieve and took the boat to St. Louis. After the railroad was built there was a stage to Iron Mountain and a hack from Farmington to Libertyville.

There had been agitation for a railroad to come through Farmington as far back as 1869. In this year the Belmont Branch of the Iron Mountain was built and due to the defeat of a bond issue for \$30,000, the road went two miles west of town. The next effort was made by the Chester, I.M. & Western Road, which was graded from St. Mary's to a point just west of Farmington when it went bankrupt and was never finished. Again in 1887 an effort was made to build a narrow gauge railroad from DeLassus to Farmington but it also failed. Finally in 1902 the Southern Missouri tried to get the people of Farmington to secure for them a right-of-way through the county, provided the company would build a switch in here, but the people of the community had begun to take new interest in an electric railway.

The St. Francois County Electric Railway Company was formed in March, 1901, by Peter Giessing, H. Sleeth, J. P. Cayce, W. R. Lang, M. L. Clardy, John Giessing, Thos. Land, Louis Miller, W. F. Doss, A. T. Nixon, J. M. Morris, Dr. E. C. McCormick and others. At the first annual meeting of the board Peter Giessing was made president and J. W. Buck, secretary, and actual work was begun in 1902. The W. D. Boyce Construction Company, St. Louis, had the contract to supervise the work. The power house was erected, machinery installed and the road completed from DeLassus to the powerhouse, a distance of four and twenty-six-hundredths miles, when the money gave out because the company was unable to sell all of the bonds. The people of Farmington had spent in all about \$125,000 on the project. \$57,203 was paid for the right-of-way on which to build the tracks.

The first electric car to run on the streets of Farmington was at 10:11 Sunday morning, July 24, 1904. Thos. Lang, Sr., turned the motorman's controller which started the journey from DeLassus to Farmington. The car was in charge of Motorman E. C. Rickard and Conductor Guy Tullock. In six minutes the city limits had been reached and the first stop was at the Presbyterian Church. At the post office there was a stop of several minutes for a photograph contest. John Doughty won the prize of ten tickets for the best amateur photograph of the first car. The run continued to the power house and an inspection was made. At eleven o'clock a return to the depot was made in time for all to attend church who wished to go. Those who rode on this first trip were all the principal business men, stockholders, representatives of the press and officials of the city. By night about seven hundred persons had availed themselves of a ride on the new car. The first firm to get freight was the Giessing Milling Co. It was a shipment of oats and corn.

An interesting item in the paper at this time reported the first reaction to



the new car. "No runaways have occurred in town as yet; the horses as a rule seem not to pay much attention to the car. The greatest danger seems to be from boys jumping on and off the car while it is in motion."

In February, 1904, the unfinished railroad changed hands and was called the St. Francois County Railroad Company. In this same year they extended the tracks to Esther. This company wound up in receivership in 1909, and in August, 1910, the property was sold to Wm. Harlan, under foreclosure proceedings. In this same year the road was incorporated. In July, 1912, the railroad was bought by the Mississippi River and Bonne Terre Railroad. At this time the cost of the complete railroad was valued at \$366,170.

When completed the electric railway connected the county seat and the Lead Belt with the St. Louis and Iron Mountain Railroad at DeLassus. It also made connections with the Mississippi River and Bonne Terre Railroad at Flat River and the Illinois Southern at Esther. Due to the great population in this section the railroad received heavy traffic.

On January 1, 1926, the electric railway was taken over by the present ownership, which consisted of twenty business men of Farmington. These men put up a working capital of \$20,000 as a goal. These men, owning various portions of the stock, are: M. P. Cayce, president; G. H. Giessing, vice president and business manager; G. B. Snider, F. W. Schramm, D. F. Giessing, C. E. Rozier, W. R. Lang, P. A. Shaw estate, L. H. Williams, W. C. Fisher, Morris Brothers, George Tetley, C. A. Tetley estate, Harry Denman, O. J. Mayberry, B. T. Gentges, C. Y. White, E. J. Lawrence, Henry Giessing and Klein Grocer Co.

Since the electric railway has been taken over by local businessmen there have been a considerable number of projects which have been carried out for the betterment of the system and for the community as well. In July, 1926, the trolley lines, poles and equipment were removed between Flat River and Esther. The track belonged to the Mississippi River and Bonne Terre Railroad between these points. In this same month the first gasoline motor car for the section men was purchased for \$262.00. In December of this same year a piece of right-of-way was bought at Hurryville for a new connection with the Missouri-Illinois Railroad. This was at a cost of \$175.00. In March, 1927, this new connection was made at Hurryville, costing \$7,165.00. In order to secure cheaper current than that produced at the power house it was necessary to construct a converter house of brick for the purpose of converting the alternating current of the city of Farmington to a direct current, which was necessary for the use of the car line. The cost of this structure, which stands just south of the depot, was \$809.00. Later a Westinghouse rotary converter costing \$4,733 was placed in this building. During the years 1927 and 1928 the city of Farmington was paving some of the principal streets of the town and the electric railway put in two hundred and fifty-four square yards of concrete in front of the station on North Washington Street and eight hundred fifty-nine square yards of amesite paving was placed between the tracks from the railroad station to the corner of Washington and Columbia Streets. Later this amesite paving was

continued to the city limits at the hospital gates. The total cost of all this brick and concrete fireproof paving exceeded \$7,000. In 1927 a vault for the protection of the railroad records was constructed in the south end of the depot. The outer door of the vault was taken from the vault of the old Bank of Farmington.

In this same year two and four-tenth miles of track, poles, trolley, etc., was retired between Esther and Hurryville. The road at the present time does not operate beyond Hurryville since the new connection has been made there with the Missouri-Illinois Railroad. Today the electric railway owns ten miles of track. This includes eight miles of main line and two miles of sidings such as exists at the State Hospital, two flour mills, Schramm's Ice Plant and coal bins, Lang's Standard Oil Company and at the DeForest Oil Company at Swink's.

When the electric railway first came into use the depot was in the brick structure which stands just south of the Farmington Laundry and is now occupied by the Ellis Byington Filling Station. This building was constructed by Fritz Brune, who used it for a blacksmith and wagon shop. He leased it for a number of years to the railroad company and after a time it was necessary to have more space for a railroad yard, so in about 1913 the present depot was occupied. This building has an interesting history. It was built by Morris Rosenthal, who later sold the property to J. M. Horn. A few years later it was sold to Sam Crawley. James Highley, father of City Marshal Harry Highley, then purchased it from Mr. Crawley. After the death of Mr. Highley, Harry Highley bought the interests of the other heirs. He says that when he lived there the house stood in the center of the same block where it now stands and beneath it was a basement and spring. Just east of the house was a barn and the whole lot was sort of a bog or pond. Mr. Highley lived here for some time and in 1912 sold the building to George Forster for \$3,500, who in turn sold it to the railway company. Mr. Highley says the transaction between himself and Mr. Forster did not take over five minutes.

Some of the more recent changes and improvements which have been made in the electric railway system are as follows: The old car barns at the power house were retired and a new one was built in the railroad yards at a cost of \$4,965. The right-of-way between Esther and Hurryville was retired and it went back to the original owners of the land. At a cost of \$80 two and six-tenths acres of land was purchased along both sides of the new connection at Hurryville. In order to handle the business from the Missouri Pacific Railway at DeLassus an extension of the side track was made, increasing the distance two hundred and sixty feet. The cost was \$513. Due to the excessive amount of freight hauling there was purchased in 1929 a second hand freight motor car from the Fort Dedge, Des Moines and Southern Railroad at Boone, Iowa. After an overhauling was done the total cost was \$4,706. In this same year there was exchanged some power house machinery for a rotary Westinghouse convertor for a consideration of \$2,670. A cottage which was owned by the railroad company at the power house was sold to Mrs. Missouri Alexander.

That the electric railroad is indispensable to Farmington and its surrounding community is shown in the report made to the federal government recently. This report shows that since 1926 the freight tonnage has run from 22,000 tons to 75,000 tons per year. The high mark was just prior to the beginning of the present depression. Before the depression the express amounted to about 800 shipments a month.

#### THE MISSISSIPPI RIVER AND BONNE TERRE RAILROAD

The building of the Mississippi River and Bonne Terre Railroad created unusual interest due to the way it was constructed. Up to the year 1880 the products and supplies of the St. Joseph Lead Co., one of the largest in the world, were transported by means of wagons between the mines and the St. Louis and Iron Mountain Railway. In this year the St. Joseph Lead Company built a narrow gauge railroad thirteen and one-half miles long, reaching from the mines to Summit in Washington County, a point on the St. Louis and Iron Mountain Railroad. The cost was divided between the two companies, the St. Joe paying two-thirds and the Desloge Company paying one-third. In 1887 the St. Joe Lead Company purchased the holdings of the Desloge Lead Company, and in an endeavor to find a way to lower the transportation costs a shorter route was sought. So in 1888 a charter was granted to the Mississippi River and Bonne Terre Railway Company and a line was surveyed from Riverside in Jefferson County to the Mississippi River, twenty-five miles below St. Louis, to Bonne Terre. It was constructed as a narrow gauge railroad and completed between these two points in 1890 and the Summit Railroad was abandoned. Four years later the road was changed to standard gauge and later extended from Bonne Terre to Doe Run, crossing the Belmont Branch of the Iron Mountain at Doe Run Junction. The total length of the Mississippi River and Bonne Terre Railroad was, when completed, only forty-seven miles long, but it proved a great factor in the development of the Lead Belt and there was an enormous amount of traffic on the road. It was constructed as substantially as most trunk lines. A branch line was built to Leadwood and there are many additional miles of feeders, switches and sidings. The railroad passed through the important towns of Bonne Terre, Desloge, St. Francois, Flat River, Rivermines, Elvins and Doe Run. At the present time it operates a gasoline passenger train and two round trips are made daily.

#### THE ILLINOIS SOUTHERN RAILROAD

The Illinois Southern, an Illinois road with headquarters at Chicago, and owned by John R. Walsh, entered Southeast Missouri. It had been built from Salem, Ill., to a point opposite Ste. Genevieve, Mo. In about 1905 it was constructed through Ste. Genevieve and St. Francois Counties to Bismarck on the main line of the Iron Mountain, thus linking it with the latter. It passed through the Lead Belt and afforded an outlet to Chicago. It was an important link in an east and west line.

Since no bridge had been built over the Mississippi River at Ste. Genevieve, the Illinois Southern transported its trains over this point by

means of a barge, which was so constructed with tracks as to carry a great number of railroad cars at one time. During the World War, when the National Government had charge of the operation of all railroads, there was purchased a steel hull boat which had two tracks and was capable of carrying sixteen cars at one time. This was at a cost of \$100,000. After the war had closed and the railroad was returned to its original owner, the operating company was presented with this bill of \$100,000, and being unable to pay it was forced into receivership. The government had purchased the boat, but the private company was expected to pay for it, although not contracting the debt. After the reorganization of the Illinois Southern it came to be known as the Missouri-Illinois Railroad. Today it carries a large amount of freight and runs a combination train which accommodates passengers. In 1929 the Missouri Pacific bought a controlling interest in the Missouri Illinois R.R. Co. The latter company subsequently leased the M.R. & B.T. Ry. Co., both of which are now controlled by the Missouri Pacific.

#### THE SALINE VALLEY RAILROAD

There can be little doubt but that the greatest pioneer in railroad building in Southeast Missouri was the late Louis Houck. Mr. Houck was a lawyer without a great amount of capital but with a considerable amount of vision. He saw what the construction of a number of railroads connecting important towns in Southeast Missouri would mean to the development of this section of the country. When he started his projects there were only two railroads which touched this section, the Belmont Branch of the Iron Mountain and the Cairo, Arkansas and Texas. Mr. Houck's efforts were concentrated first at points south of Cape Girardeau. Subsequently he had a desire to build a railroad through the counties of Perry, Ste. Genevieve and St. Francois, which up to this time were without adequate railway facilities. Mr. Houck had built a railroad from Chester to Perryville and now to further carry out his purpose, in 1904 he formed a company known as the Cape Girardeau and Chester Railroad Company and built a railroad from Cape Girardeau, by way of Jackson, to Perryville where connection was made with the road from West Chester. This system extending from Cape Girardeau to West Chester was about sixty-five miles long.

In 1906 the Saline Valley Railroad was incorporated and work was begun at a point on the line of the Cape Girardeau and Chester called the Saline Junction. This was a distance of thirty-five miles from Farmington and it was completed to Farmington in 1912. The entire system had been reorganized as the Cape Girardeau Northern. The road was operated successfully for about five years and served a rural community. Its schedule was rather elastic and time tables were of little value to the person desiring to secure passage on the road. From reliable sources we are told that it was the purpose, at first, of the railroad company to make a round trip each day starting at the southern terminus. This did not work out satisfactorily and the starting point was changed to the northern terminus at Farmington. It was no better. So the schedule was abandoned and those operating the train felt satisfied if a trip one way could be completed in time to start in the other direction by the following day. Safety and not speed was the watchword. The railroad became

the laughing stock of the community and it acquired the reputation of having the least number of wrecks but the most "times off the track" of any road in the country and passengers experienced many thrills before reaching their destination. Finally in 1917 the road was abandoned and H. E. Pirkey, a former employee of the Saline Valley Railroad, operated a motor car on the road, carrying mail and produce of various kinds to and from the farmers along the route. In 1927, by which time the road was in the hands of the receivers, J. Paul Cayce purchased for Saline Valley R.R. bondholders the rails of the road from Farmington to a point near Coffman. These were purchased through the Cape Girardeau Court of Common Pleas, which had control of the railroad.

Several years ago the railroad depot known as "Houck Station" at the east end of Farmington, burned while occupied as a home.

It was reported that Mr. Houck, when constructing this road, had intended to eventually continue it through the Lead Belt to Festus, but the Mississippi River and Bonne Terre Railway intervened and purchased the St. Francois County Electric line. In fact, Mr. Houck thought he had a contract to sell the entire road to the Frisco, but this sale was never consummated.

Published by THE LEAD BELT NEWS, Flat River, St. Francois Co. MO, Fri. June 10, 1938.

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NPS Form 10-900  
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior  
National Park Service

## National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

historic name St. Louis, Iron Mountain and Southern Railroad Depot

other name/site number N/A

### 2. Location

street & town Allen St., 150 feet N. of junction of Allen and Kelly Sts. N/A not for publication

city or town Fredericktown N/A vicinity

state Missouri code MO county Madison code 123 zip code 63645

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. ( ☐ See continuation sheet for additional comments.)

Mark A. Miles 05 Sep 05  
Signature of certifying official/Title Mark A. Miles/Deputy SHPO Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ( ☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register.

☐ See continuation sheet.

☐ determined eligible for the  
National Register

☐ See continuation sheet.

☐ determined not eligible for the  
National Register

☐ removed from the National  
Register

☐ other, (explain.)



St. Louis, Iron Mountain and Southern Railroad Depot  
Name of Property

Madison County, MO  
County and State

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

- ☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

**Category of Property**  
(check only one box)

- ☒ building(s)  
☐ district  
☐ site  
☐ structure  
☐ object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| <u>1</u>     |                 | buildings  |
|              |                 | sites      |
|              |                 | structures |
|              |                 | objects    |
| <u>1</u>     |                 | Total      |

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed  
in the National Register**

0

**6. Function or Use**

**Historic Function**  
(Enter categories from instructions)

TRANSPORTATION/rail-related

**Current Function**  
(Enter categories from instructions)

Vacant/Not in Use

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Other: frame depot

**Materials**  
(Enter categories from instructions)

foundation wood  
walls wood  
roof asphalt  
other \_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 7

St. Louis, Iron Mountain and Southern Railroad Depot  
Name of Property

Madison County, MO  
County and State

**Section 8: Description**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 8

**Section 9: Bibliographical Reference**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey
- # \_\_\_\_\_
- ☐ recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other Name of repository: \_\_\_\_\_

☒ See continuation sheet(s) for Section No. 9

St. Louis, Iron Mountain and Southern Railroad Depot  
Name of Property

Madison County, MO  
County and State

**0. Geographical Data**

Acreage of Property 1.11 acres

**UTM References**

(Place additional boundaries of the property on a continuation sheet.)

1 1/5 7/3/9/0/9/0 4/1/6/1/0/9/0  
Zone Easting Northing

2 / / / / / / / / / /  
Zone Easting Northing

3 / / / / / / / / / /  
Zone Easting Northing

4 / / / / / / / / / /  
Zone Easting Northing

**Verbal Boundary Description**

(Describe the boundaries of the property.)

Property Tax No

**Boundary Justification**

(Explain why the boundaries were selected.)

☒ See continuation sheet(s) for Section No. 10

**Form Prepared By**

name/title Carole Magnus & Laura Stubblefield

organization The Foundation for Historic Preservation

date April 2005

street & number 1312 Madison 401

telephone 573-783-5235

city or town Fredericktown

state MO zip code 63645

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps** A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs:** Representative black and white photographs of the property.

**Additional items:** (Check with the SHPO or FPO for any additional items)

**Property Owner**

name/title Raymond Skaggs, Charles Skaggs, John Paul Skaggs

street & number 1407 Highway 67

telephone 573-783-3191

city or town Fredericktown

state MO zip code 63645

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

NPS Form 100-100, a

OMB Approval No. 1024-0018 (8-86)

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 1 St. Louis, Iron Mountain, and Southern Railroad Depot  
Madison County, Missouri

**Summary:** Built in 1869 and expanded c. 1908, the St. Louis, Iron Mountain & Southern Railroad Depot is located on Allen Street in Fredericktown, Madison County. The building was constructed in apparent accordance with standardized railroad depot plans for small stations on the St. Louis, Iron Mountain & Southern Railroad, and resembles historic photos of other early depots along the railroad's Belmont Branch. This one story, rectangular wood frame building has a gable roof and sits on short wood piers. It occupies its original trackside location, approximately  $\frac{3}{4}$  mile north of the town square. The combination interior, consisting of a waiting room and freight room, flanking the office for the ticket agent, suffered fire damage in the 1960s, but early pictures verify its use. The depot is in an advanced state of deterioration due to neglect, but retains integrity of location, design, setting, materials, workmanship, feeling and association.

**Elaboration:** The St. Louis, Iron Mountain and Southern Railroad Depot is located within the original 100 foot right-of-way which was purchased by the railroad in 1869 and is located within the original plat of the town and appears on the 1886 and later Sanborn maps. The depot is built parallel to the railroad tracks, which ran in a northwest to southeast configuration. Allen Street was constructed to be parallel to the tracks, but adjacent streets run in a north-south, east-west layout. The building operated as a dual-purpose freight station and passenger depot. The period of significance runs from circa 1869, the date of construction, to 1955 the arbitrary 50 year cut off date for National Register eligibility.

The current configuration of the depot dates to c. 1908 when an additional freight/baggage room was added to the north side side. The original section was approximately 25' x 65' and rectangular in shape. The addition, built to match the original building, extended the building approximately 30'. Based on a c. 1907 historic photograph of the depot (see figure ?), the railroad extensively reconfigured the depot when it enlarged the building, moving doors and windows to accommodate new passenger and freight areas. The entire building is covered by a gable roof with wide eaves that extend six feet on all sides. The eaves are supported decorative brackets and graceful support arches. The walls are covered with vertical board and baton siding. Wood piers, skirted by wide boards, form the foundation.

The depot is of simple design with windows and doors placed asymmetrically for convenience of loading freight and accommodating passengers. The west elevation faced the tracks and contained two entrance doors for passengers and staff on the south end of the west elevation. The two entrances have early or original four-panel doors topped by transoms. Metal bars protect the transom windows. Near the center of the elevation is a freight/baggage loading door bay. The sliding door is covered in vertical wood siding and has a multi-light transom overhead. A second loading door, matching the above description, is located in the c. 1908 addition. The east elevation faces Allen Street and is similar to the west façade. It contains two freight/baggage loading doors, roughly in line with those to the west. The doors, like those on the west elevation, have vertical board siding and are topped with multi-light transom windows. According to the 1908 Sanborn Map, a short rail siding extending along the east elevation, likely to provide additional space to load freight.

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Madison County, Missouri

The southern gable end originally had an entrance to the passenger waiting room and one, 6/6 window. The elevation now has two evenly spaced 2/2 wood sash windows, one of which is partially boarded over and the other protected by metal bars. Because of the open gable, the decorative curves of the roof support brackets are most prominent on this and the north gable end. The north elevation is similarly designed, but contains no fenestration.

Based on the location of doors and interior configuration, the southern most room served as the passenger waiting area. The waiting room represented approximately 1/4 of the total area of the building. The waiting area was separated from the freight and baggage storage by an office and ticket booth. The office of the agent and ticket office are roughly the same size. Both rooms have 1" x 3" tongue and groove bead board on the walls and ceiling and 1" x 3" tongue and groove flooring. The ceilings are nearly 12 feet high. A ticket window and door (now missing) provided access between the two rooms. Approximately 1/2 of the original building and 3/4 of the current building is dedicated to freight and baggage storage. The floor of the freight room is constructed of 2" x 6" lumber and the walls of the freight room are constructed of 1" x 6" tongue and groove laid horizontally. Though the interior was damaged by fire in the 1960s, the interior spaces are largely unchanged.

While the tracks which once ran near the building have been removed, the depot and the area around it appear today much as they did during the period of significance, and therefore exhibit a high level of integrity. The depot's board and batten walls are in fair condition and the building has not been painted in many years, but is currently barn red on the exterior with yellow-orange roof supports. The asphalt shingle roof is in need of replacement and two of the long support arches are missing from the northeast corner and southeast corner of the building.

NPS Form 10-900a

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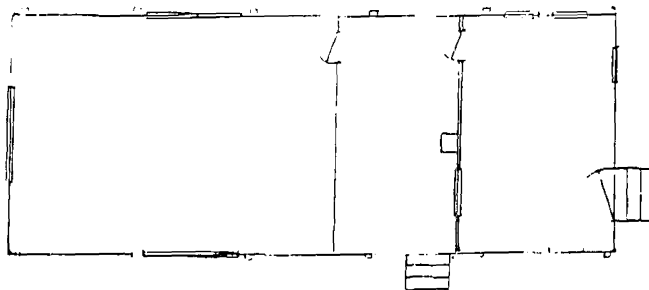
**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 3 St. Louis, Iron Mountain, and Southern Railroad Depot  
Madison County, Missouri

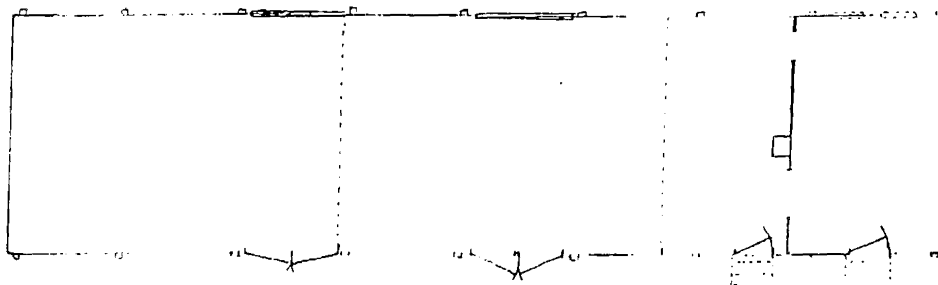
Figure 1: Floorplans



Floorplan c. 1869



Floorplan c. 1908



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Section number 7 Page 4 St. Louis, Iron Mountain, and Southern Railroad Depot  
Madison County, Missouri

Figure 2: St. Louis, Iron Mountain and Southern Depot, c. 1907.

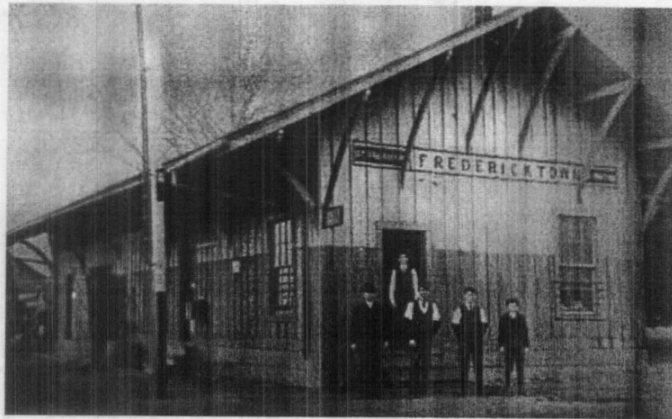
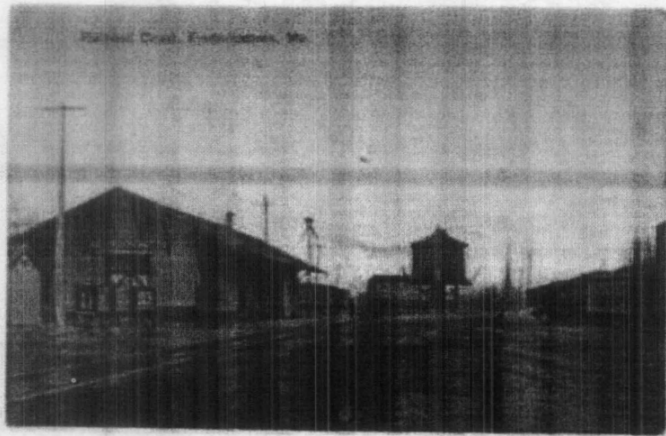


Figure 3: Fredericktown Depot, c. 1908.





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## National Register of Historic Places Continuation Sheet

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Madison County, Missouri

**Significance:** The St. Louis, Iron Mountain and Southern Railroad Depot in Fredericktown, Madison County, is eligible for listing in the National Register under Criteria A and C, and is locally significant in the areas of TRANSPORTATION and ARCHITECTURE. Built in 1869, the same year the Belmont Branch of the St. Louis, Iron Mountain and Southern Railroad was completed, this frame depot served as the town's only freight and passenger depot for nearly 60 years. The railway and depot played an important role in developing the mining and lumber industries in Madison County as well as providing an important connection to St. Louis and Southeast Missouri. Though passenger service moved to the new Fredericktown Missouri Pacific Railroad Depot (NR listed 2/10/2000) in 1917, the depot continued to serve the Railway Express freight service into the 1960s when the branch line closed and the tracks were removed. Built from a standardized plan, the building is typical of frame depots that were once common parts of rural communities that were later replaced by new depots or demolished. The period of significance is 1869 to 1955, the date of construction through the arbitrary 50 year cut off date for National Register eligibility.

**Historical Background and Transportation Significance:** The Madison County area had been long settled by the time the St. Louis, Iron Mountain Railroad built the Belmont line through the county. The earliest organized settlement occurred in 1723 when Philippe Francois Renault led about 200 French settlers and their slaves to Mine LaMotte, about three miles north of what is now Fredericktown. The Company of the West, which formed to exploit the mine and encouraged the settlement failed, but the French maintained control of the area for years to come. In 1799, while the territory was under Spanish control, the Spanish governor granted 400 arpents of land to 13 French families. The families settled on land between the Little St. Francois River and Saline Creek and formed the village of St. Michaels. Flooding largely destroyed the village in 1814, and most of the inhabitants moved to New Village to the north or south to the settlement of Fredericktown. Fredericktown, though newer than St. Michaels, was designated the county seat of Madison County when the state carved a new county out of existing Ste. Genevieve and Cape Girardeau counties in 1818.<sup>1</sup>

Mining has been the barometer by which the economic health of Fredericktown and Madison County has been measured. This industry developed over 150 years before the rail line made its way through the county, but after the St. Louis and Iron Mountain Railroad company completed the Belmont Branch in 1869, population and the economy boomed. Lead was central to the mining industry, but significant amounts of manganese, copper, zinc, iron, antimony, arsenic, nickel, cobalt and tungsten were mined in the area. The Fredericktown cobalt mine was one of only three in the United States at one time. The farming and timber industries also experienced growth as a result of mining activities and the new transportation route. During the 1870s and 1880s, large quantities of oak and pine were exported.<sup>2</sup>

<sup>1</sup> Louis Houck, *The Spanish Regime in Missouri: A Collection of Papers and Documents Relating to the Upper Louisiana Principality Within the Present Limits of Missouri During the Dominion of Spain*. Chicago: R.R. Donnelly and Sons Company, 1908. Duene Meyer, *The Heritage of Missouri*. St. Louis: State Publishing Co., Inc., 1973, p. 48-49. *Missouri, A Guide to the "Show Me" State*. New York: Hastings House Publishers, 1954, p. 530.

<sup>2</sup> Floyd C. Shoemaker, "Madison County, Land of Mines, Forests, Farms and Factories," *Missouri*

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## National Register of Historic Places Continuation Sheet

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Madison County, Missouri

Plans for rail lines across Missouri and the country coalesced in the late 1840s and early 1850s. At railroad conventions in St. Louis and Memphis in 1849, politicians, potential investors and other interested parties established plans to construct a transcontinental rail line between St. Louis and San Francisco. Supplemented by a \$2 million grant from the State of Missouri, the Pacific Railroad company began laying tracks in St. Louis two years later. By 1856 the line reached Jefferson City, and after delays caused by the Civil War, it reached Kansas City in 1865.

Other companies also formed to construct railway networks throughout the state. At the same time the Pacific Railroad (later Missouri Pacific) constructed lines east from St. Louis, the St. Louis and Iron Mountain Railroad began laying track south of the city. Chartered in 1851, the company began construction in earnest in 1856, reaching Pilot Knob (Iron County) by 1858. The line to Pilot Knob played a strategic role in the Civil War in the Missouri Ozarks with warring factions disrupting service and tearing up tracks. After the war, the company defaulted on bonds and in 1866, the State of Missouri foreclosed on the Iron Mountain. Three state-appointed commissioners operated the line until they sold it at public auction in 1867. Thomas Allen, the new owner, reorganized the company as the St. Louis and Iron Mountain Railroad and began construction on lines south from Pilot Knob and north from Belmont. The Belmont Branch, completed in 1869, connected Bismark (just north of Pilot Knob) with a ferry crossing on the Mississippi River in Mississippi County, Missouri.<sup>3</sup> The Belmont Branch and the St. Louis, Iron Mountain line which extended to the Arkansas border (and eventually into Texas), connected the Missouri Lead Belt (Madison and adjacent counties) with St. Louis and important markets in other parts of the country, giving the economy a significant boost.

The line's terminus at Belmont, sixteen miles south of Charleston, Missouri, soon became a transfer point with several tracks constantly full of freight cars awaiting the ferry across the Mississippi. With the consent of the Kentucky State Legislature, the St. Louis and Iron Mountain constructed ferryboat landings on both the Missouri and Kentucky sides of the river. An Iron Mountain switch engine was ferried across to Columbus, Kentucky, to load and unload the ferryboat and tend to the transfer of cars with the Mobile and Ohio Railroad. Records show that 23,625 freight cars were transferred across the river in 1873.<sup>4</sup> The total length of the Belmont Branch from Bismarck to Belmont, Missouri was approximately 120 miles. (See Figure 4)

In 1874 the company reorganized again into the St. Louis, Iron Mountain and Southern Railroad (SLIMS), consolidating lines in Missouri and Arkansas. The company eventually bought out a network of railroads connecting Missouri to the Gulf Coast and southwest into Texas. Railroad Baron Jay Gould gained control of the company in 1880 and forged a link between it and the

*Historical Review*, April 9, 1974, p. 6-7.

<sup>3</sup> Missouri Pacific Historical Society. "Chronological List of Events in the History of the St. Louis, Iron Mountain and Southern Railway." < [http://www.mopac.org/history\\_slims.html](http://www.mopac.org/history_slims.html) >. Accessed 4/7/2005.

<sup>4</sup> Joe G. Collias. "MoPac's Belmont Branch: The Original Iron Mountain Railroad." *The Eagle*, Winter 1994.

NPS Form 10-500a

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National Park Service

## National Register of Historic Places Continuation Sheet

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Madison County, Missouri

Missouri Pacific, in which he was also a major investor. Within three years of this connection, Gould controlled over 9,500 miles of track. The SLIMS railroad continued to grow under Gould's management and that of his son. The company went into receivership in 1915 and merged with the Missouri Pacific in 1917.<sup>5</sup>

Figure 4: Map showing Belmont Branch route, 1900.<sup>6</sup>



Fredericktown prospered from the new rail connection. Not only did it boost existing industries, it created new rail-related jobs in the community. Originally, owner Thomas Allen had planned to build a new town in Bollinger County to house maintenance and administration facilities for the Belmont branch line. However, citizens in Fredericktown appealed to Allen to build the division point and maintenance shops. In addition to the nominated depot, the company constructed a division point and built a turntable and shops to service and repair the locomotives and cars. This caused a period of rapid growth and after the building of the railroad, allowed convenient bulk shipping of other ores in addition to lead as well as timber and agricultural products. This put Fredericktown on the main line of traffic and made this county-seat town a place of considerable importance.<sup>7</sup>

<sup>5</sup> Missouri Pacific Historical Society.

<sup>6</sup> "Map of the Missouri Pacific Railway. St. Louis, Iron Mountain & Southern Ry., 1900." Missouri Pacific Subject File, Missouri State Historic Preservation Office.

<sup>7</sup> Henry Clay Thompson, II. *A History of Madison County, Missouri*. Fredericktown: McMinn, 1992, p. 95.

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Madison County, Missouri

By 1900, the population of Fredericktown in 1900 exceeded 1,500, a number greater than at any other time in its history. Most of the brick buildings on Main Street were built about this time, replacing the wooden structures ravaged by fires. The Madison County Courthouse was built in 1899 replacing the original courthouse that had been built in 1821 on this same site. Many of the local businessmen derived their livelihood from railroad-based operations. Some of the affluent businesses in Fredericktown at the time included hotels, restaurants, general merchandise, livery stables, millinery, jewelry, furniture and undertaking businesses. Service businesses such as attorneys, doctors, dentists, bankers, barbers and blacksmiths also found success in Fredericktown.<sup>8</sup>

Though Fredericktown contained the turntable and maintenance sheds for the railroad, the wood frame depot was the center for railroad travel and commerce in the town. It is reported that the number of passengers for Fredericktown averaged 2,479 per year between 1867 and 1873. This is even more significant since the line wasn't opened for the first two years. The highest yearly average was 5,423 in 1870.<sup>9</sup> Additionally, by the early 1900s, between 6 and 12 passenger and freight trains stopped at the depot daily.<sup>10</sup>

The importance of the depot in providing freight and passenger service is reflected in the c. 1908 remodeling of the building. Around 1908, the railroad built an addition to the north end that doubled the freight and baggage storage areas. The renovation also involved the reconfiguration of doors and windows and the electrification of the building as a whole. This was the first building in town to be wired for electricity. Cost for electricity was measured by the number of light bulbs installed. According to an agreement with the electric company:

Three (3) 16 candle power incandescent lamps in the office; Two (2) 16 candle power incandescent lamps in the waiting room, etc. Being ten drop lights and three switches, all to be completely installed for the sum of \$16.50. . . The Electric Company agrees to furnish ample current sufficient for operating all of the said ten drop lights for all night service during the entire year ending the 26<sup>th</sup> day of August, 1908 at the flat rate of \$72, payable monthly at the rate of \$6 per month, and to exchange new lamps, when needed, for old ones, without extra charge.<sup>11</sup>

The building continued to be used as both a freight and passenger depot after the remodeling until 1917 or 1918 when a new brick passenger depot was constructed a short distance to the southeast. The new Fredericktown Missouri Pacific Depot (NR listed in 2000) took over passenger service, while freight continued to be handled by the original depot. The frame freight depot continued to be used by the Railway Express freight

<sup>8</sup> *Missouri Business Directory*, 1891. Andrew Halter and Roger Maserang, "Fredericktown Missouri Pacific Depot," National Register Nomination, 2000.

<sup>9</sup> Steven Howe, Missouri Pacific Historical Society Archivist, e-mail dated September 14, 1998.

<sup>10</sup> Halter

<sup>11</sup> Contract for electrical service to freight depot and waiting room between Fredericktown Electric Manufacturing Company and St. Louis, Iron Mountain and Southern Railway Company, dated August 26, 1907.

NPS Form 100-108 (10-16-10)

OMB Approval No. 1024-0018 (9-06)

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Madison County, Missouri

company through the 1960s. Train service to Fredericktown ceased in 1972, and the tracks were subsequently removed. The City of Fredericktown took control of the depot for a few years before selling it to a private owner for use as a storage building.

### Architectural Significance:

Built in 1869, Fredericktown's St. Louis, Iron Mountain and Southern Depot appears to follow a standardized plan commonly used along the Belmont Branch for early depots. Most railroad companies had stock plans that could be easily adapted to a local site and, to an extent, the aesthetic demands of a community. Because most railroad companies changed hands frequently, it was rare to see a standard design across an entire system. Shorter branch lines, however, often had a single depot design which was adapted to fit the needs of a railroad stop. Large companies who bought out smaller lines often used corporate paint schemes to create a uniform image throughout their network of lines. The early frame depots of the Illinois Central line, for example, used dark red and yellow gold. The signature colors for the Belmont branch of the St. Louis, Iron Mountain and Southern were yellow and brown.

Early depots along the Belmont Branch were not identical, but they shared common characteristics. At the time that Thomas Allen purchased the St. Louis and Iron Mountain Railroad in 1867, he wasted no time in constructing the track line and stations. The design for the early stations along the Belmont Branch appears to use similar materials, footprints and architectural detail. In all of the pictures that can be found of frame depots along the route, the stations were nearly identical board and batten, roof pitch, layout, size, and proximity to the track. Most also had the long, graceful curving arches to support the wide roof overhang. The stations at Belmont, Lutesville, Fredericktown and Delassus show these uniform design characteristics. There were some deviations to allow for proper and convenient door and window locations, but this does not detract from the overall design uniformity.

Fredericktown's St. Louis, Iron Mountain and Southern Depot shares characteristics with other early depots along the Belmont Branch. Its rectangular foot print, board and batten siding, and deep eaves supported by decorative brackets are typical of frame depots along the line. The depot has been changed and enlarged to meet the growing shipping and commercial needs of the town. In c. 1908, the company extensively remodeled the building, adding another freight/baggage storage room and rearranging doors and windows on all the elevations. (See Figure 6) Based on an early 1900 photograph of the building, it once had a small bay extending toward the track for the station agent. (See Figure 3) This bay is not seen in the c. 1907 photo of the building, nor does it show up on Sanborn maps. The depot also experienced a fire in the 1960s that caused some damage to the interior. Since the 1970s, when the tracks were removed, the depot has deteriorated, but retains its important character defining features.

NPS Form 10-900-a

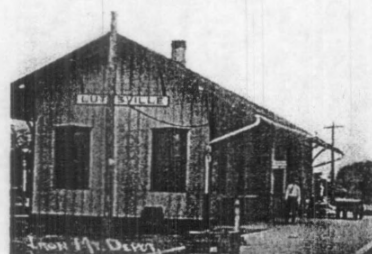
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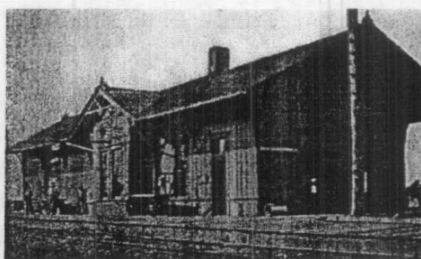
### National Register of Historic Places Continuation Sheet

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Madison County, Missouri

Figure 5: Example Depots on the Belmont Branch<sup>12</sup>

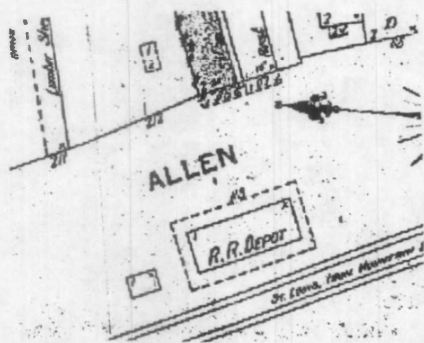


Lutesville, Bollinger County (demolished)

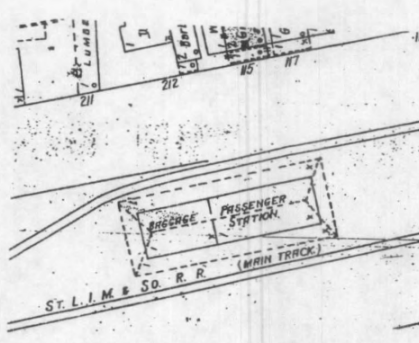


Oran, Scott County (demolished)

Figure 6: 1900 and 1908 Sanborn Fire Insurance Maps showing original depot and later addition.



1900



1908

Based on an informal survey of depots along the Belmont Branch, the nominated depot appears to be the earliest extant depot on the branch line and the only remaining frame depot. Several depots remain along the branch line, but most are later brick stations built about the

<sup>12</sup> Jack Forbes, "Missouri Railroad Depots." <<http://www.missouridepots.com/>> Accessed 4/7/2005. The website contains historic and recent photographs of over 800 depots in Missouri taken by Jack Forbes or donated to him for posting on the site. Several Missouri communities along the Belmont branch still have historic depots, though most are brick depots built c. 1917 to replace original frame depots.

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time the Missouri Pacific took control of the St. Louis, Iron Mountain and Southern (c. 1917). These later depots also appear to be of a stock design and examples can be seen in Bismark and Fredericktown on the Belmont Branch and in Sikeston (NR Listed 12/28/200) and Dexter on another branch of the St. Louis, Iron Mountain and Southern Railroad. As the only known surviving example of standardized frame depots along the Belmont Branch, Fredericktown's freight depot is an early link to the development of railroads through Southeast Missouri, and the economic boon the railroad was to the region.



NPS Form 100-900-a

OMB Approval No. 1024-0018 (8-86)

United States Department of the Interior  
National Park Service

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NPS Form 10-900-a

OMB Approval No. 1024-0018 (8-86)

United States Department of the Interior  
National Park Service

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Madison County, Missouri

### Boundary Description

Beginning 145 feet north of the southeast corner of Morley and Allen Streets, thence west southwest 159 feet to meet the edge of Collier Street, thence following the eastern side of Collier Street in a north northwest direction 346 feet to the northwest corner of West Kelly and Collier Streets, thence east 150 following the south side of Kelly Street to where it meets Allen Street, thence south 346 to the point of beginning.

### Boundary Justification

The boundary includes the footprint and a portion of the lot and railroad berm historically associated with the building. Though the original lot was larger, modern buildings have been constructed on portions of the lot and the boundaries were drawn to exclude non-contributing properties.

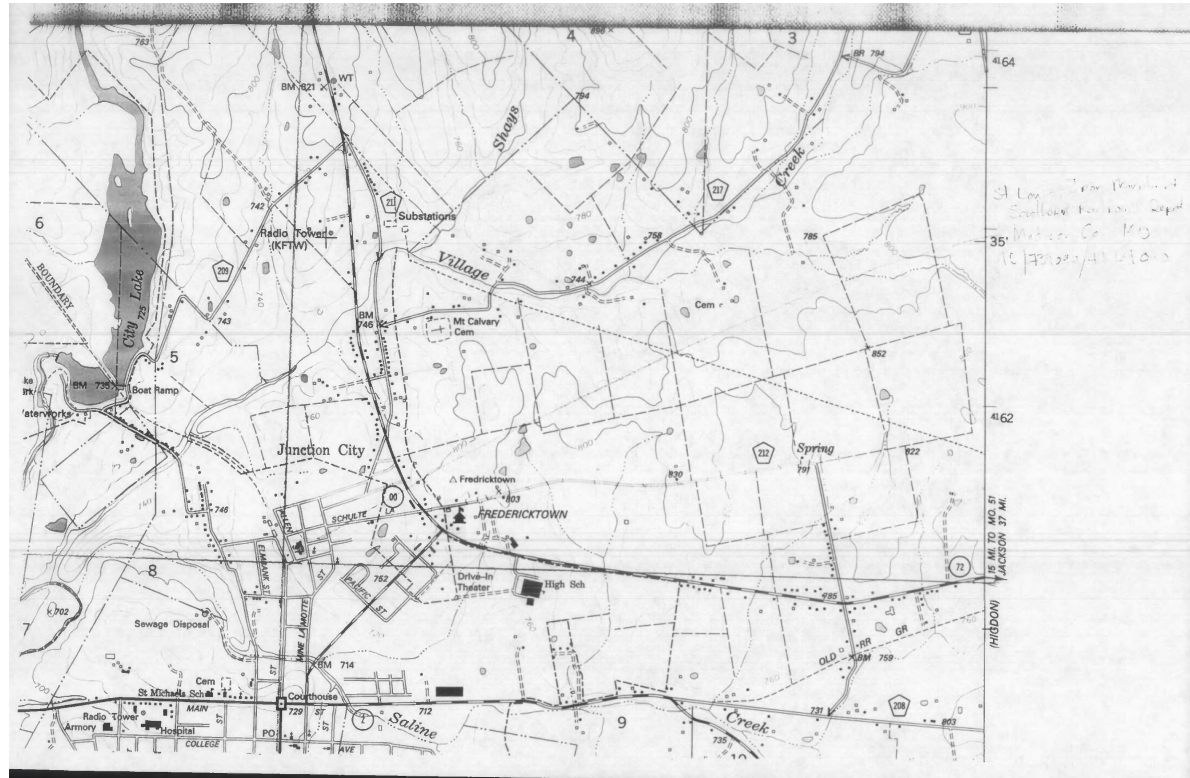
### Photo log

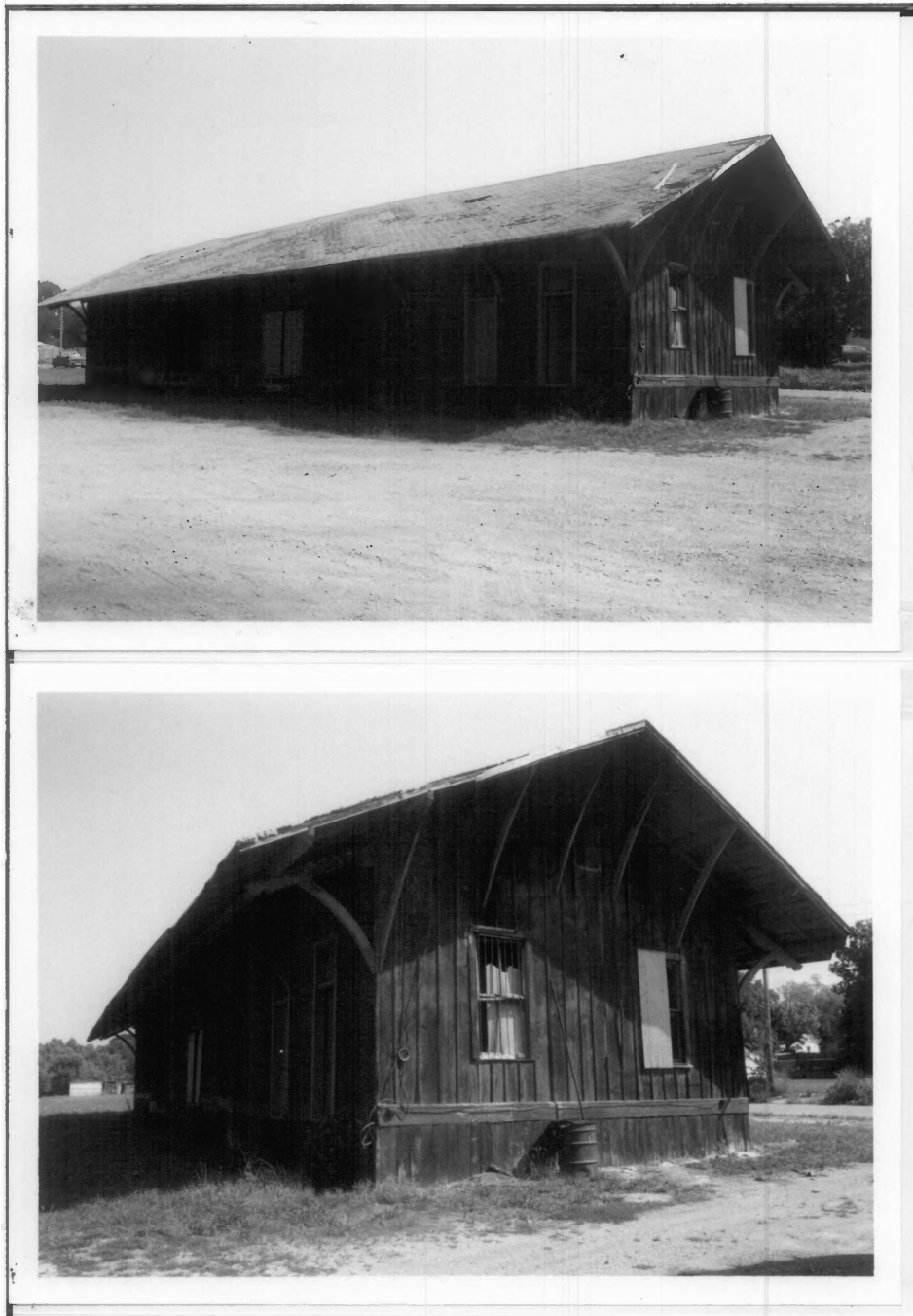
The following is true of all photographs:

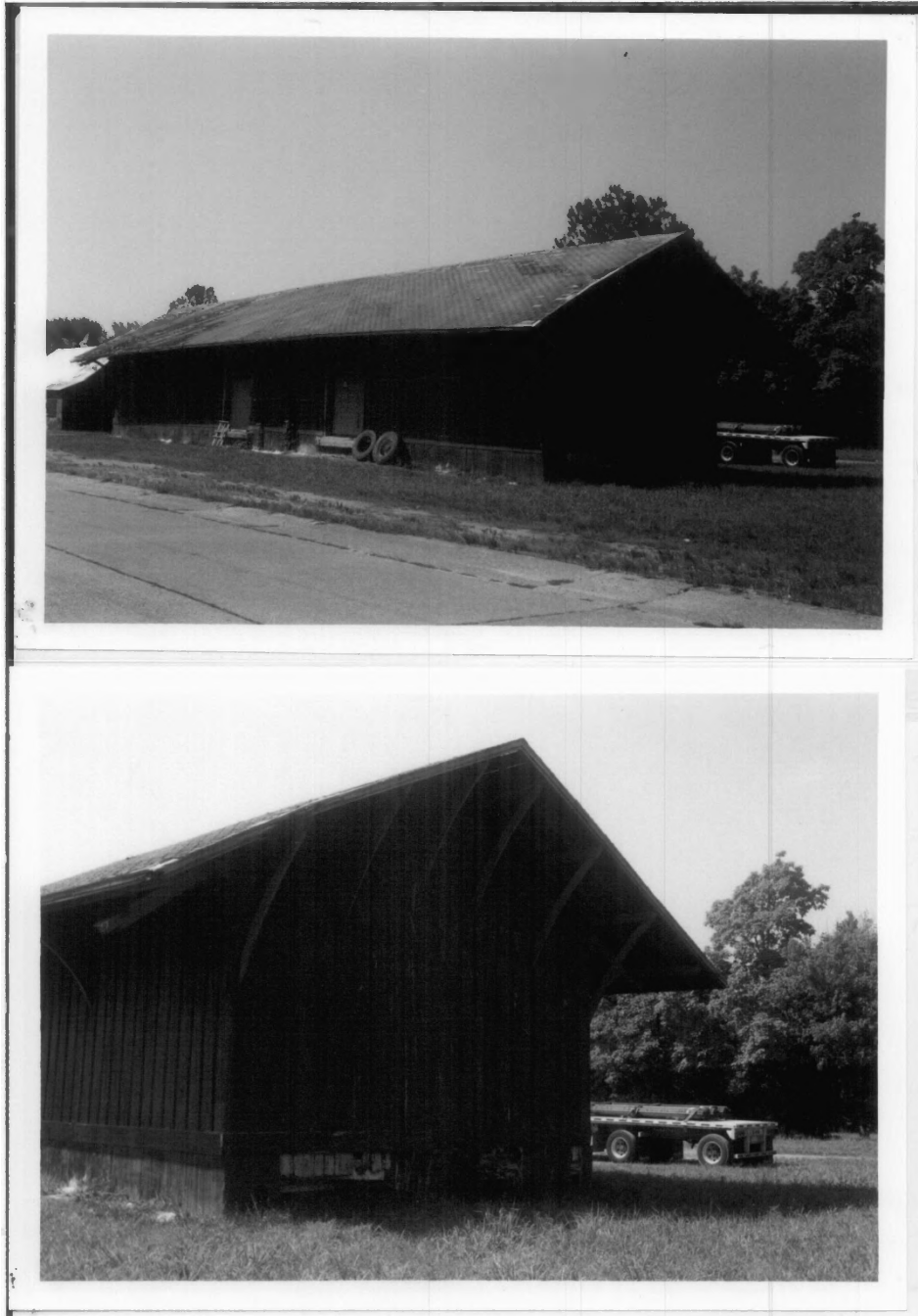
St. Louis, Iron Mountain and Southern Railroad Depot  
Madison County, Missouri  
Photographer: Tiffany Patterson  
Date: August 2005

Location of Negatives: Missouri State Historic Preservation Office, P.O. Box 176, Jefferson  
City, MO 65102

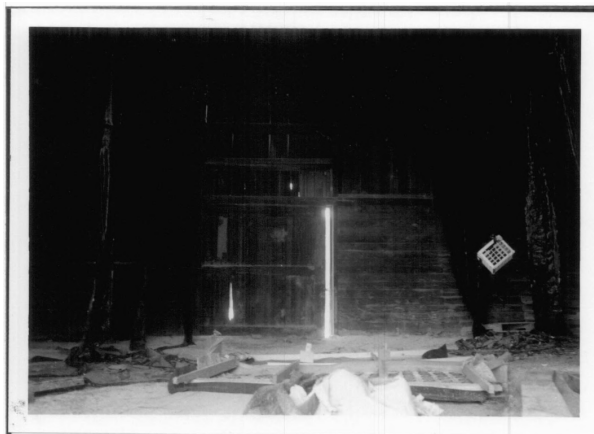
1. West and south elevations, looking northeast.
2. South elevation, looking north northeast.
3. North and east elevations, looking southwest.
4. North elevation, looking southeast.
5. Detail, cargo door, looking west.
6. Interior, office space, looking east.
7. Interior, freight storage, looking east.













Western Historical Manuscript Collection-Columbia

ASK AN ARCHIVIST

## Ste. Genevieve County Place Names, 1928-1945

[A](#) | [B](#) | [C](#) | [D](#) | [E](#) | [F](#) | [G](#) | [H](#) | [I](#) | [J](#) | [K](#) | [L](#) | [M](#) | [N](#) | [O](#) | [P](#) | [Q](#) | [R](#) | [S](#) | [T](#) | [U](#) | [V](#) | [W](#) | [X](#) | [Y](#) | [Z](#)

**Place name:** Academy Hill

**Description:** The hill at Ste. Genevieve upon which Louisiana Academy, later known as Rozier Academy, was built. (HIST. S.E. MISSOURI (1888) 311; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Alder Hollow

**Description:** One mile east of Womack, in Saline Township. Named from the alder shrub growing there. (Arthur Womack)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Avon

**Description:** A small town, in the central part of Saline Township, with a post office from 1853-1928. Nothing could be learned of the origin of the name. It may have been chosen by some admirer of Shakespeare from his home at Stratford on Avon, the Warwickshire River. (Hayward (1853); Goodwin (1867); Postal Guide)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Avon Lead Mines

**Description:** At Avon, in southwestern Ste. Genevieve County, in NE 1/4 Sec. 12, T. 35N, 7E. (Winslow (1894) II, 676)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Avon Lookout Tower

**Description:** Three miles north of Womack, near Avon, for which it is named. The tower is used to detect fires in the surrounding forest. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Avon School

**Description:** At Avon in Saline Township. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Babb School

**Description:** A former school near Genevieve Baptist Church. It was named for a family in the vicinity. (W.F.

Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bear Creek

**Description:** Rises in Union Township and flows into Terre Bleue Creek. Probably named from the animal, since many wild animals were in the vicinity in early days. (Hixson's Plat Book (1930); Mrs. C.F. Meyer)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Beauvais Township

**Description:** Formed in 1832 from parts of Saline and Ste. Genevieve Townships. Named in honor of Jean Baptiste St. Gemme Beauvis, an official of the county. (HIST. S.E. MISSOURI (1888) 314; Lucille Basler)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bee Knob

**Description:** Six miles southeast of Miller's Switch (q.v.). A swarm of bees once found in a cave on the hillside is said to have suggested the name. (Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bell (e) Fountain Spring

**Description:** See Price's Spring.

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bellview School

**Description:** A former school in Ste. Genevieve Township. The name is one of approbation for the prospect, which is remarkably beautiful. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bethel Methodist Church

**Description:** At Womack. Built about fifty-five years ago. For the name, cf. above. (Arthur Womack)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bidwell Hollow

**Description:** Three miles north of Womack, in Saline Township. Named for a family. Also called Sawmill Hollow from the sawmill owned by the Bidwells. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Big Bottom Creek

**Description:** Rises at New Offenburg and flows into Indian Creek one mile before the latter flows into Establishment Creek. A descriptive name; cf. Little Bottom Creek. (Hixson's Plat Book (1930); Felix A. Fallert)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Big Saline Creek

**Description:** See Saline Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Blackjack School

**Description:** See Cenntennial School

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bloom Creek

**Description:** Rises one mile north of Avon and flows into Madden Creek two miles east of Coffman. Named for the Blume family. For the change in spelling cf. Bloomsdale. (C.A. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bloomsdale

**Description:** A town in eastern Jackson Township, near Establishment Creek, with a post office since 1876. Known as early as 1839 under the name La Fourche a Duclos, for the creek of the same name (q.v.). Father Blume, wishing to have his parishoners on one side of the stream, bought land and had the settlement on what is now Establishment Creek moved to the present site of Bloomsdale. One account has it that Blumesdale, formed from Father Blume's name and the valley in which the town is located, was sent in as a name for the post office; because of its being poorly written, the name was returned with the spelling Bloomsdale. More probably the change is merely an example of the common process of Americanization of a foreign name. (Postal Guide; Rothensteiner (1928) II, 518; Mrs. Edward Schaaf; Rev. Henry Hassel)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Boarman School

**Description:** See Morning Shade School

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bogy Sandstone Quarries

**Description:** U.S. Survey No. 3221, T. 37, R. 9E, about four miles south of Ste. Genevieve. Named for a landowner and operator. (Buckley & Buehler (1904) 196; T.A. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Bolivia

**Description:** A post office from 1830-1837. Nothing could be learned about the exact location of this old post office, or the reason for its adoption of the name of the South American republic. It is perhaps significant that Bolivia achieved its independence in 1825, under the leadership of his favorite statesman Simon Bolivar (1783-1830), who was much admired in the United States, and for whom the country was named. (Green's Postal Guide (1831); Wetmore (1837)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis.,

|  |  |
|--|--|
| University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Bourbon School  |  |
| <b>Description:</b> In Ste. Genevieve Township, in the district of New Bourbon, or Nouvelle Bourbon, from which it was named. (H.J. Carron)  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Bowling   |  |
| <b>Description:</b> Northwest of Avon. The origin of the name has not been ascertained. (Campbell's ATLAS (1873)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Boyer School  |  |
| <b>Description:</b> See Fairview School  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Bremen  |  |
| <b>Description:</b> See New Bremen   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Bremen School   |  |
| <b>Description:</b> See Ozora School   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Brickey Hollow  |  |
| <b>Description:</b> Near the site of Brickey's, for which it is named. (Albert Reed)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Brickey Road  |  |
| <b>Description:</b> Runs from French Village to Brickey's Landing on the Mississippi River, where farmers took grain. Named for its terminus. (F.C. Aubuchon)  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Brickey's   |  |
| <b>Description:</b> A town in Jackson Township, on the Mississippi River, with a post office since 1910. John Brickey had a landing and a gristmill here. The fuller name Brickey's Landing was formerly used. (Postal Guide; Albert Reed) |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Brickey's Gristmill   |  |
| <b>Description:</b> See Brickey's  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis.,   |  |

University of Missouri-Columbia, 1944.

**Place name:** Brickey's Landing

**Description:** See Brickey's

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Brickeys School

**Description:** At Brickey's, for which it is named. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Brown Hill

**Description:** Seven miles south of Miller's Switch (q.v.). Named for a farmer who lived there. (Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Brushy Creek

**Description:** Rises near Centennial School in Saline Township and flows into Saline Creek two and a half miles west of Minnith. A descriptive name, for its wooded banks. (Hixson's Plat Book (1930); C.A. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Brushy School

**Description:** In Beauvais Township. Named because of the wooded countryside. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Burks Creek

**Description:** Rises seven miles northeast of Farmington in Ste. Genevieve County and flows into Wolf Creek near Valley Forge in St. Francois County. Named for Charles Burks, landowner in the vicinity. (W.F. Yeager; L.T. Yeager; Jerry B. Burks)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Burks Road

**Description:** Runs from Farmington through Sprott, seven miles east of Farmington, to Plank Road, 1/4 mile east of Weingarten. For the name, cf. above. (Jerry B. Burks)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Burks School

**Description:** In Union Township. For the name, cf. above. (Jerry B. Burks)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Burns School

**Description:** See Pine Grove School

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Butterfly Lake

**Description:** Eleven miles east of Farmington in Saline Township. The lake was constructed about 1928 and stocked with fish. From the air the body of water and surrounding hills give the appearance of a butterfly. So named by Mrs. Leo Dugal. (Leo Dugal)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Buzzard Glory School

**Description:** See Centennial School

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Camp Branch

**Description:** Rises six miles northeast of Farmington and flows into Wolf Creek near Colony Baptist Church. There is an excellent spring about four feet in diameter at the place where it flows into Wolf Creek, which provides a good place to camp; this may be a reason for its name. (W.F. Yeager; Wm. O'Sullivan)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Camp Rowdy

**Description:** Three quarters of a mile north of St. Mary's, in Beauvais Township. Probably a rough camp. (Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Camp Wrather

**Description:** Near Ozora. It is used by the University of Chicago for summer field courses in geology. The camp was begun in 1915 by the late Dr. Atuart Weller, who discovered an unusual range of rock formations in the surrounding area. Named for William Wrather, a former student there, who provided the funds for building the permanent camp. (Ste. Genevieve HERALD, Aug. 17, 1935; MISSOURI (Am. Guide Series) 522)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Cape Girardeau Northern Railroad

**Description:** Louis Houck was the greatest pioneer in railroad building in Southeast Missouri. He built a railroad from Chester, Illinois, to Perryville. In 1904 he formed a company known as the Cape Girardeau and Chester Railroad Company and built a railroad from Cape Girardeau by way of Jackson to Perryville, where connection was made with the road from West Chester. In 1906 the Saline Valley Railroad was incorporated, and work was begun at Saline Junction of the Cape Girardeau and Chester Railroad to Farmington in St. Francois County, which was completed in 1912. The entire system was then reorganized as the Cape Girardeau Northern Railroad. The road was abandoned in 1917. All the names were taken from the termini and direction of the lines. It was more familiarly known as Houck's Railroad, for its builder. (Miles, HIST. ST. F. (1935) 39- 40)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Castor River

**Description:** A large stream rising in Ste. Genevieve and St. Francois counties and flowing south into New Madrid County, where it empties into Little River. Miss Hamlett says of this stream: "It was called Crooked Creek, probably because of its winding or crooked appearance, by the early settlers. It is so called by Schoolcraft in 1818; and in 1823 is designated Castor or Crooked Creek by Beck. In 1837 Wetmore refers to it as Castor River, but it continued to be known as Crooked Creek until 1873. "Castor" is a French word meaning beaver, and the name was doubtless given by the early French settlers in St. Francois County, where the river rises." (Douglass (1912) I, xii; Miss Hamlett's thesis)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Cave Hollow

**Description:** West of Avon Lookout Tower (q.v.). Named from a two-story cave at its head. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Cedar Glade School

**Description:** A former school in Jackson Township. Named from its location in cedar growth. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Centennial School

**Description:** In Saline Township. Formerly Blackjack School because of the type of oak tree in the vicinity. It was also given the humorous name of Buzzard Glory. No one now seems to remember why the name "Centennial School" was adopted. Perhaps the change of name was in 1904, the 100th year after the American annexation of the Louisiana Purchase, at which time the exposition to commemorate it was being held in St. Louis. (H.J. Carron; Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Cherry Springs Creek

**Description:** Rises one mile east of Zell in eastern Ste. Genevieve Township, to become a part of the source of North Gabouri Creek. A large cherry tree at the spring where it begins explains the origin of the name. (Louis J. Donze)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Chestnut Ridge

**Description:** A former post office from 1867 to 1876, in Union Township. So named because of chestnut trees on the ridge. Silas Harrington had a fruit nursery here before the Civil War, which ruined the business. (Goodwin (1867); Postal Guide; R.E. Hawn; H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Chestnut Ridge Baptist Church

**Description:** Six miles east of Farmington, at Chestnut Ridge. Organized in 1868. Named from the community. (R.E. Hawn)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.



**Place name:** Chestnut Ridge School

**Description:** At Chestnut Ridge. Cf. above. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Chicago Copper Mine

**Description:** See Cornwall Copper Mine

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Chimney Rocks

**Description:** Five and a half miles south of Miller's Switch (q.v.). The rock formations resemble chimneys. (Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Clardy

**Description:** A post office from 1886-1889. Nothing could be ascertained about the origin of the name. (Postal Guide)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Clark National Forest

**Description:** Two of the four divisions of this national forest are found in these five counties. Parts of Crawford and Washington counties are in the Meramec Division; parts of St. Francois, Iron, and Ste. Genevieve, in the St. Francois Division. Named for Champ Clark (1850-1921), representative from Missouri, 1893-1895; 1897-1921, and speaker of the Sixty-second and Sixty-third Congresses. He was always an advocate of conservation work and a Federal conservative program. (St. Louis POST-DISPATCH, Apr. 10, 1934; Biog. Dict. Am. Congress)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Clearwater

**Description:** A post office since 1930, in Saline Township. So named by the first postmaster, J.C. Nations, for Clearwater, Florida, where his cousin lived. The town on the west coast of Florida, near Tampa, is now known as Clearwater Harbor. Clearwater is a stock name for American towns, being found in ten other states. (Postal Guide; J.C. Nations)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Clement

**Description:** A post office in 1910, on Establishment Creek. Named for people who had a fishing club there. (Postal Guide; Albert Reed)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Cliff

**Description:** A post office from 1876-1890 and 1893, in Jackson Township. A landing on the Mississippi River where Brickley's Mill was located. A steep bluff rises immediately from the river; hence the name.

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| (Postal Guide; Mrs. Edward Schaaf)  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Cliff Cave   |  |
| <b>Description:</b> Six miles southwest of Ozora. The name is derived from its location. (Rev. Bernard Kramper)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Coffman  |  |
| <b>Description:</b> A town in Saline Township, with a post office since 1876. Named for John Coffman, landowner. (Postal Guide; Frank Coffman)  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Coffman School   |  |
| <b>Description:</b> At Coffman in Saline Township. Named for the town (H.J. Carron)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Coldwater Creek  |  |
| <b>Description:</b> Rises one mile east of Womack and flows into North Fork of Saline Creek seven miles west of Minnith. It is fed by springs; hence the name. (Hixson's Plat Book (1930); Arthur Womack; J.H. Boyd; Ralph Coffman) |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Coldwater Outing and Game Preserve   |  |
| <b>Description:</b> Seven miles southeast of Coffman on Coldwater Creek. A private outing place owned principally by St. Louisans, it was organized about 1925. Named from the stream. (E.J. Lawrence)                              |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Concord Methodist Church   |  |
| <b>Description:</b> In Jackson Township. Services were formerly held in the school building. An ideal name. (Solomon Solberger)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Concord School   |  |
| <b>Description:</b> In Jackson Township. An ideal name. (H.J. Carron)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Copper Mine Creek  |  |
| <b>Description:</b> Rises one mile south of New Offenburg and flows into River AuxVases six miles east of New Offenburg. Named for a copper mine along the creek. (Mrs. R.J. Morek; Chas. Morek)                                    |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |  |

**Place name:** Corn Hollow

**Description:** At the site of Kinsey in Jackson Township. It was bottom land, where grain, especially corn, was grown. (F.C. Aubuchon)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Cornwall Copper Mine

**Description:** About eight miles southwest of Ste. Genevieve. Simon Grass discovered copper here in 1863. Work was begun by a Chicago firm (hence called Chicago Copper Mine), in 1876. O.D. Harris bought property and operated under the name Cornwall. Cornwall, England, is famous for minerals. (Bain & Ulrich (1905) 36; Weller & Clair (1928) 331)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Counts Hollow

**Description:** Three miles north of Womack, in Saline Township. Named for a family. (Arthur Womack; W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** County Limestone Quarry

**Description:** One mile south of Ste. Genevieve; in 1904 it had been worked intermittently since 1900. It was on land owned by Peter Schneider of St. Louis. (Buckley & Buehler (1904) 195)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Crooked Creek

**Description:** See Castor River

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Crow Lead Mines

**Description:** The source of the name could not be ascertained. (Bain & Ulrich (1905) 36)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Davison Hollow

**Description:** West of Avon Lookout Tower (q.v.). Named for a family. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Detchemendy Hill

**Description:** Six miles south of Miller's Switch (q.v.). Named for a farmer there. The name Detchemendy is that of one of the oldest French families in the county. Pascal Detchemendy, says Houck, was a resident of Ste. Genevieve in 1797; he was on the Riviere AuxVases in 1790, and in this year had about twenty arpens under cultivation there, houses and outhouses built, was also on Gabouri and Establishment creeks, and at St. Louis. He had a tract of land also near Mine a Breton (now in Washington County), and at the cession of Louisiana in 1804 was a Deputy of Ste. Genevieve. The hill may have been named for one of his descendants. (Houck (1908) I, 355; II, 364, 391; Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Detchemendy House

**Description:** See "Our Lady of Mount Carmel"

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** District of Ste. Genevieve

**Description:** See Ste. Genevieve County

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Dodge Creek

**Description:** Rises about three miles south of Ste. Genevieve and flows into a slough of the Mississippi River six miles south of Ste. Genevieve. Francesco Valle, Junior, sold a mill on this creek to Israel Dodge, one of the earliest settlers in the locality. (Houck (1908) I, 365; Lucille Basler)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Dodge's Run

**Description:** Rises one mile south of Minnith and flows into Big Saline two and a half miles east of Minnith. Probably named for an early settler. (Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Doss School

**Description:** See Salem School

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Douglass School

**Description:** For negroes at Ste. Genevieve: cf. above. (Miss Dayse Baker)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Drury Zinc Mines

**Description:** About four miles southeast of Robbins Lead Mines. Named for the landowner. (Winslow (1894) II, 700; T.A. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Dry Fork

**Description:** Rises near French Village in St. Francois County, runs through the northwestern corner of Jackson Township in Ste. Genevieve County, and flows into Plattin Creek in Jefferson County. It is usually dry. (T.A. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Dry Hollow

**Description:** Two miles northeast of Womack, in Saline Township. Since there are no springs, it is usually dry. (Arthur Womack)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Dugour Road

**Description:** Runs between Immaculate Conception Catholic Church and Mr. Gilbert's property in St. Mary's (q.v.). The road was dug out to make a short cut to meet the road to St. Mary's Seminary at Perryville. (Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Eads

**Description:** A post office in 1915, in Saline Township. Four miles east of Coffman on Saline Creek. Named for an old settler. (Joseph H. Klein)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Egyptian Marble Company's Quarry

**Description:** Marble deposits in U.S. Surveys 2074, 2083, 3164, T. 37, R. 83, between the upper tributaries of River Aux Vases and Saline Creek. Egyptian Marble Company began developments in 1892. (Buckley & Buehler (1904) 194)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** El Camino Real

**Description:** See King's Highway

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** English and Classical Academy

**Description:** See Rozier Academy

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Establishment Creek

**Description:** Rises in the vicinity of Sprott in Union Township, runs north between Jackson and Ste. Genevieve townships, and flows into the Mississippi River nine miles north of Ste. Genevieve. On the creek at Polite's Spring was once a settlement (French establishment), that was a place of encampment for those going to St. Louis or Potosi. The creek took its name from the French word for settlement, which in English became Establishment. According to McDermott, who quotes from Poisson's JESUIT RELATIONS AND ALLIED DOCUMENTS, Arkansas, 1727, "On appelle etablissement un canton ou il y a plusieurs habitants peu eloignees les uns des autres, qui font une espece de village." (Mrs. Edward Schaaf; A.P. Drury; J.A. Kettinger; McDermott)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Establishment Hollow

**Description:** Three miles south of Brickey's, where the Establishment Creek flows into the Mississippi River.

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| Named from the creek. (Albert Reed)<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Evening Shade School<br><b>Description:</b> In Ste. Genevieve Township. Shaded in evening by woods west of it. (H.J. Carron)<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Fair View Baptist Church<br><b>Description:</b> Nine miles north of Farmington, in Union Township. A complimentary name for the prospect. (W.F. Yeager)<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |
| <b>Place name:</b> Fairview School<br><b>Description:</b> In Ste. Genevieve Township. The name is one of approbation for the location of the school. Formerly called Boyer School, for a family in the community who gave land for the school. (Mrs. Edward Schaaf; H.J. Carron)<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |
| <b>Place name:</b> Flint Bottom Creek<br><b>Description:</b> Rises near New Offenburg and flows into River AuxVases. Doubtless descriptive of the bed of the stream. (Hixson's Plat Book (1930)<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Fort Joachim<br><b>Description:</b> In Ste. Genevieve (town) along South Gabouri Creek. As early as 1759, church records tell that Andre de Guire and others were captains of militia of post of Saint Joachim. Not until 1796 is there knowledge of regular fortification. Saint Joachim, father of the Virgin Mary, was patron of the church at Ste. Genevieve. (Houck (1908) I, 339; Douglass (1912) I, 52; Yealy, SAINTE GENEVIEVE (1935) 70-71)<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944. |
| <b>Place name:</b> Fourche a Du Clos<br><b>Description:</b> Rises two and a half miles south of Lawrenceton and flows into Establishment Creek one mile east of Bloomsdale. "Fourche" is the French word for fork or creek, used with the preposition a to refer to the owner of the land. Named for an early settler. (A.P. Drury; Mrs. Edward Schaaf; McDermott)<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |
| <b>Place name:</b> Fourche Polite Creek<br><b>Description:</b> See Sugar Creek<br><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |

**Place name:** Frenchman Creek

**Description:** See Sugar Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Frisco Railroad

**Description:** See St. Louis and San Francisco Railroad

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Gabarrie Creek

**Description:** See North Gabouri Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Genevieve Baptist Church

**Description:** Two miles west of Miller's Switch. Named from the county. (Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Gilliam's Cave

**Description:** Several hundred yards distant from the left bank of River Aux Vases, in a direct line about three miles northwest of a salt spring near the mouth of Saline Creek. Named for the people who owned the land. (Bushnell (1914) 661; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Gisi Hill

**Description:** At the west end of Ste. Genevieve. Valerian Gisi owned the property. (Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Goose Creek

**Description:** Rises at French Village and flows into Fourche a Du Clos two miles northeast of Lawrenceton. Many geese were found along its banks. (Mrs. Martin Carron; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Gordon School

**Description:** In Saline Township. Named for the family who deeded the land for the school. (John H. Patterson; Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Government Limestone Quarry

**Description:** Two miles north of Ste. Genevieve in No. 146, T. 38, R. 9E. U.S. Survey; operated by the U.S. Government. Opened in 1892. (Buckley & Buehler (1904) 195)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Grand Park

**Description:** See New Bourbon Common Field

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Grant's Hill

**Description:** A post office twenty miles west-southwest of Ste. Genevieve. The origin of the name has not been ascertained. (Campbell's GAZETTEER (1874) 506)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Greasy Creek

**Description:** Rises in the Greasy Hills and flows into the North Fork of Saline Creek. Water has an oily appearance. There is a local story of stolen hogs thrown into the stream, and the detection of the theft from the appearance of the water. "Greasy," however, is a dialect word for muddy; cf. Mark Twain's use, "Can't you keep away from that greasy water?" and comment in the MARK TWAIN LEXICON. The French equivalent was "vaseux" or "aux vases;" cf. River AuxVases below. (Hixson's Plat Book (1930); Frank E. Coffman; Ralph Coffman; McDermott)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Greasy Hills

**Description:** Southwest of Minnith. Named from the creek (Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Grifford Knob

**Description:** Five miles southeast of Miller's Switch. Named for a trapper and hunter who had a home on top of this high hill, from which the lights of Chester, Illinois can be seen. (Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Haney Hill

**Description:** One quarter mile west of Clearwater (q.v.). Named for Sam Haney, who lived at its foot. (J.C. Nations)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Henry Hollow

**Description:** Leads into Butterfly Lake (q.v.). Named for a man who lived there. (Mr. & Mrs. H.N. Vaughn)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Hephzibah Baptist Church

**Description:** Established in New Tennessee in 1820 by Elder Wingate. A favorite Bible name because of its application in Isaiah 62:4 to the restored Jerusalem; its significance is said to be "My delight is in her." (HIST. S.E. MISSOURI (1888) 552; Conard (1901) V, 437)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.



**Place name:** Herman School

**Description:** In Union Township. Named for a family in the community. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Hertich Academy

**Description:** See "Asylum"

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Herzog Copper Mine

**Description:** Opened in 1879, about eight miles southwest of Ste. Genevieve. Named for Frank Herzog, landowner. (Bain & Ulrich (1905) 36-37; George Herzog)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Hickory Creek

**Description:** Rises about three miles west of Weingarten and flows into Establishment Creek three miles from New Offenburg. Named from the trees. (Hixson's Plat Book (1930); Simon Schwent)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Hill Field

**Description:** See New Bourbon Common Field

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Hogenmiller School

**Description:** In Ste. Genevieve Township. On land donated by the family. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Holy Cross Evangelical Lutheran Church

**Description:** In Ste. Genevieve. It was incorporated by the circuit court on May 11, 1867. The church was erected in 1875. The significance of the name is obvious. (Douglass (1912) I, 481)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Hook Pond

**Description:** See Huck Pond

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Horine Hill

**Description:** Two and a half miles from Ozora on the Telegraph Road where it crosses River Aux Vases. Named for a family who owned land there. (J.H. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Houck's Railroad

**Description:** See Cape Girardeau Northern Railroad.

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Houser Ridge

**Description:** Three miles north of Womack at the site of Avon Lookout Tower. Named for a landowner. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Huck Pond

**Description:** Three and a half miles west of Ste. Genevieve. Named for the family on whose property it is found. It is incorrectly spelled Hook Pond on some maps. (Lucille Basler)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Illinois Road

**Description:** See King's Highway

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Illinois Southern Railroad

**Description:** See Missouri-Illinois Railroad

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Immaculate Conception Catholic Church

**Description:** At St. Marys. For the name cf. above. (Catholic Directory (1937) 160)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Independence School

**Description:** In Beauvais Township. An ideal name. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Indian Creek

**Description:** Rises north of Zell and flows into Establishment Creek three miles south of Bloomsdale. There was an Indian encampment nearby. Arrowheads can still be found there. (Hixson's Plat Book; Simon Schwent; Felix A. Fallert)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Inkley Marble Quarry

**Description:** At Marlo (q.v.). The name is probably personal in origin. (Louis J. Donze)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Isle au Bois Creek

**Description:** A small stream that forms the southeastern boundary between Ste. Genevieve and Jefferson counties and flows east into the Mississippi River. The name is French meaning "Isle of the Woods" (incorrectly spelled for "Ile au Bois"), derived from a wooded island or islands in the Mississippi River, which Marquette probably named in 1673. It is also explained, however, by McDermott (under "ile") as a term which the Canadian "voyageurs" used for patches or clumps of trees bordering a river--a grove of trees along a river bank. Also spelled Isle au Boise, Isle du Bois, and Isleaubois. The popular pronunciation Zile au Boy points to the plural form as probably the original one, for it could have risen naturally by "lision" from "Aux Iles au Bois;" cf. Auxvasse, Ozarks, etc. (Wetmore (1837); Goodwin (1867); Campbell's GAZETTEER (1874) 281; MHR, II, 192; McDermott; Miss Welty's thesis; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Isle au Boise Creek

**Description:** See Isle au Bois Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Isle du Bois Creek

**Description:** See Isle au Bois Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Isleaubois Creek

**Description:** See Isle au Bois Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jackson Hill

**Description:** One mile north of Bloomsdale in Jackson Township, from which it may have derived its name. There is a local story that the hill is named for a lead hauler, who had difficulty in getting his yoke of oxen to ascend the hill on the way to Brickey's Landing. (A.P. Drury; T.A. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jackson Hill Limestone Quarry

**Description:** On Jackson Hill, from which it is named. (A.P. Drury)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jackson School

**Description:** At Kinsey in Jackson Township, from which it no doubt took its name. Formerly there were two schools in the district, Red School and Pleasant Grove School. Later the two schools were combined, and the name became Jackson. The Red School was in a Roth community. The pronunciation of Roth being similar to the German rot, red, resulted in the school's being called Red. Pleasant Grove was a descriptive name. (Robt. P. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jackson Township

**Description:** Formed in 1827 from the northern portion of Ste. Genevieve Township. Doubtless named for Andrew Jackson (1767-1845), who became President of the United States in that year. (HIST. S.E. MISSOURI (1888) 314)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Janis Gristmill

**Description:** See Sherlock Gristmill

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jennings School

**Description:** In Union Township. Named for a family. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Johns Creek

**Description:** Rises near Centennial School and flows into Saline Creek one mile east of Clearwater. Named for a family in the community. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jonca

**Description:** A post office from 1886-1904, in Union Township. Named from the nearby stream. (Postal Guide; J.F. Zimmer)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jonca Creek

**Description:** North Fork Jonca and South Fork Jonca rise in Union Township and flow together to form Jonca Creek, which flows into River Aux Vases at the town of River Aux Vases. It was probably named for an early settler. According to Houck, the name of Joseph Jonka (1787) is found among the names of early residents given in the Ste. Genevieve church records. (Houck (1908) I, 357; J.F. Zimmer)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Jonca School

**Description:** In Union Township. Probably named for the post office. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Kaufman's Iron Bank

**Description:** T. 37, R. 8, E., Sec. 11. Named for the owners or lessees, the Kaufman estate. (Schmidt (1872) 196)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Kehl

**Description:** District in Ste. Genevieve Township. So named by its German founders from the town they had left in Baden. Kehl is on the Rhine opposite Strassburg, and about ten miles northwest of Offenburg. (Yealy, *SAINTE GENEVIEVE* (1935) 114)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Kehl School

**Description:** In Ste. Genevieve Township. Named from the district in which it is located. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Kerlagon School

**Description:** Two miles from Coffman. A subscription school taught by Cy Kerlagon. (Frank E. Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** King's Highway

**Description:** Not long after the establishment of the post of New Madrid in 1789, a public road was marked out, following an old Indian trail, from New Madrid to St. Louis. The road passed through what is now known as Big Prairie and the Rich Woods, to Scott County; then across the hills to Cape Girardeau, to Ste. Genevieve, on to St. Louis. It was known to the French as Rue Royale; to the Spanish as El Camino Real; and to Americans as the King's Highway. It was also known to early American settlers as the Illinois Road, because it led to Illinois country, north of Apple Creek, and to St. Louis as far as the Missouri River. The original name, El Camino Real, was conferred by Colonel George Morgan in honor of Charles IV, the reigning king of Spain (1788-1808). In 1850 the road acquired the name of the Telegraph Road, when the first telegraph line was established along it. (Houck (1908) II, 150-154; Douglass (1912) I, 108-110; MHR, XXIX, 95-99; Mrs. Edward Schaaf; J.H. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Kinsey

**Description:** A village in the central part of Jackson Township, which has had a post office since 1890. It was named for Congressman William Metcalfe Kinsey (1846-1931), of St. Louis. Kinsey was born in Ohio, and came to Missouri in 1875. He was elected to Congress as a Republican from the Tenth District of Missouri in 1889, and served two years (1889-1891), in the 51st Congress. In 1904 he was elected Judge of the Circuit Court in St. Louis, and reelected in 1910. Kinsey was one of the leaders of his party in the State, and had many followers and admirers in southeast Missouri. (Postal Guide; Snow (1908) II, 436; Biog. Dict. Am. Congress; Goforth Ditch)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Kinsey Creek

**Description:** Rises at Willow Pond, in Jackson Township, flows through Kinsey and empties into Fourche a Du Clos east of Cedar Glade School. Named for the post office. Formerly called Mischeau Creek for an old settler. (Hixson's Plat Book (1930); Goforth Ditch)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Kunkle School

**Description:** See Shady Grove School

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** La Fourche

**Description:** See North Gabouri Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** La Fourche a Duclos

**Description:** See Bloomsdale

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Lake Hill School

**Description:** A former school in Beauvois Township. A topographical name. In the district between St. Mary's and Ozora there are many ponds or sink holes caused by underground water through limestone formation. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Las Salinas

**Description:** Salt works near the mouth of Saline Creek. In 1769 a village of four or five houses existed at the salt works. The importance of the works is shown by the fact that in 1778 an expedition came from Kentucky to purchase salt. Israel Dodge and son Henry shipped salt to Illinois settlements and to Big Barrens in Kentucky in 1802. Called The Salines in Hayward (1853), a translation of the original Spanish name. The name is often written incorrectly, as La Salinas. (Hayward (1853); Houck (1908) II, 255-256, 298)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Lawrenceton

**Description:** A small town in the southern part of Jackson Township, whose post office was established in 1886 and discontinued after 1941. Named for Henry Lawrence, who had done much in the development of the settlement; he had a flour mill; a store, from which mail was delivered; and a farm there. The settlement was formerly known as Punjaub, which was a post office from 1867-1876. The reason for the adoption of this name of a district of India could not be discovered. It was probably taken over from the Punjaub Mining Company of Ste. Genevieve County, which was incorporated on May 13, 1865 (LAND RECORDS OF STE. GENEVIEVE COUNTY, Book Q, pp. 546-547). Some have tried to explain it as for "pond job," because of the dam built there for a water power mill, which gave employment to many men.--a very far-fetched and unlikely conjecture. For the name of the mining company, cf. The Egyptian Marble Company's Quarry, above. (Goodwin (1867); Postal Guide; F.C. Aubuchon; Effie Lawrence; E.J. Lawrence; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Lawrenceton School

**Description:** At Lawrenceton in Jackson Township. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Le Grand Champ

**Description:** See The Big Field

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Lebanon Baptist Church

**Description:** Six miles north of Bloomsdale. Organized in 1833. A Biblical name: Cedar trees from Lebanon were used to build the temple at Jerusalem (1 Kings 5). (Solomon Solberger; Mrs. Wm. Holst)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Leonard Creek

**Description:** Rises in Union Township, two miles southeast of the main Terre Bleue Creek and flows into Terre Bleue one mile east of the site of Turley Mill. Named for the landowner. (Mr. & Mrs. R.J. Reeder)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Les Sucrieries

**Description:** An establishment for the making of sugar, on the River Aux Vases. In 1797 a grant of land here was made by the Spanish Government to the younger son of old Pierre De Lassus, Commandant of Nouvelle Bourbon, for the setting up of a sugar mill. In 1798 he had a grant on the south fork of the Saline, where also he manufactured sugar. See under De Lassus, above, and cf. Sugar Creek, below. According to McDermott, the term "sucrierie" was used by the Mississippi French for any sugar making establishment: in Canada, for maple-sugar; in Louisiana, for cane sugar. (Houck (1908) I, 364; McDermott)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Lick Hollow

**Description:** One half mile west of New Offenburg. The licks here were places salted to entice deer. (Mrs. R.J. Morek; Chas. Morek)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Lincoln School

**Description:** For negroes in St. Mary's. Named for Abraham Lincoln. (Miss Dayse Baker)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Lipp Hill

**Description:** One mile southwest of Ozora, between Ozora and Minnith. Named for the Lipp family. (Chas. Weiler)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Little Bottom Creek

**Description:** Rises one mile northeast of New Offenburg and flows into Indian Creek three miles west of Zell. A descriptive name. So called to distinguish it from the nearby Big Bottom Creek (q.v.). (Felix A. Fallert)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Little Rock Landing

**Description:** River landing of Ste. Genevieve. The older French name was Petit Rocher. Just what "little rock" on the shore may have suggested the name is unknown; of course the river has completely changed in course of time, but the banks are still very rocky. (Houck (1908) II, 366)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Little Saline Creek

**Description:** Rises four miles north of Coffman and flows into Big Saline (q.v.) six miles east of Minnith. (Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Little Vine Baptist Church

**Description:** Near Sprott, in Union Township. Organized in 1870, the church was built in 1881. Morgan Smith wished to call it Young Vine, since it was a new, little church. Joseph Vansickle, the first minister, named it Little Vine. This is a favorite name for churches, doubtless with reference to John 15:5: "I am the vine; ye are the branches." (Mrs. Sarah A. Reeder)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Little Vine Hill

**Description:** Near Little Vine Baptist Church, from which it takes its name. (Mr. & Mrs. R.J. Reeder)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Little Vine School

**Description:** In Union Township. Named from Little Vine Baptist Church. Formerly Rickard School. Named for Jacob Rickard, who donated land for the schoolhouse and graveyard. (Mrs. Sarah A. Reeder)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Long Hollow

**Description:** West of Avon Lookout Tower. Named from its length. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Madden Creek

**Description:** Rises two miles northwest of Avon and flows into Saline Creek about five miles east of Coffman. Named for Thomas Madden, who entered the land. (Hixson's Plat Book (1930); C.A. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Madden Hill

**Description:** Two miles north of Coffman. Named for Thomas Madden, landowner. (J.C. Nations)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Madison School



**Description:** In Saline Township. Named for Dr. Madison, who lived in the vicinity. (H.N. Vaugh)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Marlo

**Description:** A railroad siding of the Missouri, Illinois Railroad at the Inkley Marble Quarry. The name, which was conferred by the Railroad Company, is doubtfully said to have been suggested by the name of their product. Possibly it was a "blend" of "marble" and the personal name, Marlowe. (Louis J. Donze)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Maxwell's Hill

**Description:** Elevation about one mile above Ste. Genevieve, near "Little Rock Landing," overlooking the Mississippi River. Named in honor of Father James Maxwell, appointed Vicar-General over the English and American settlers of Upper Louisiana, Nov. 22, 1794, who came to Ste. Genevieve in 1796. He was active in securing concessions of land. (Houck (1908) II, 304-306; CATH. HIST. REV. IV, 154)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** McDaniels

**Description:** A siding of the Cape Girardeau Northern Railroad near the St. Francois and Ste. Genevieve county line. Named for E.E. McDaniel, on whose land it was located. (Joseph H. Klein)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Meek's Creek

**Description:** Rises two miles northeast of Womack and flows into Saline Creek four miles east of Avon. Named for a family. (C.A. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Memorial Park

**Description:** The Old Cemetery of Ste. Genevieve was a part of a grant of the Spanish government to parishioners for a cemetery. It was used up to 1883 as a burial ground, whence the name. By special permission, Mrs. Odile Pratte Valle, widow of Felix Valle, was buried there in 1894. (Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Mertell Hill

**Description:** One quarter mile west of River Aux Vases, the town. Named for a family. (John H. Patterson)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Micheau Creek

**Description:** See Kinsey Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Mill

**Description:** A post office from 1886-1904, in Union Township. Established in Turley Mill, from which it derived its name. (Postal Guide; Mrs. C.F. Meyer)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Mill Creek

**Description:** Rises near Coffman and flows into River Aux Vases, three miles east of River Aux Vases, the town. So named from mills on it. (Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Miller's Switch

**Description:** A switch spur of the Missouri-Illinois Railroad, between Weingarten and Sprott, where railroad ties were loaded on the property of L.R. Miller. (L.R. Miller)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Minnith

**Description:** A small town in southern Beauvois Township, with a post office since 1886. Named by Judge Miles A. Gilbert of St. Marys because of its abundance of wheat. A Biblical name: "Judah, and the land of Israel, they were they merchants: they traded in they market wheat of Minnith, and Pannag, and honey, and oil, and balm" (Ezekiel 27:17). Minnith was a city in the land of Ammon, east of the Jordan; it is also mentioned in Judges 11:33: "And he smote them from Aroer, even till thou come to Minnith, twenty cities." (Postal Guide; Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Minnith School

**Description:** At Minnith in Beauvois Township. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Misere

**Description:** See Ste. Genevieve (town)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Mississippi Lime Company Kilns

**Description:** West of Ste. Genevieve. Named for the company. (John Walker)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Mississippi River

**Description:** The Mississippi River, which forms the eastern boundary of Ste. Genevieve County and of the State of Missouri, was first seen by white men in 1519, by the Spanish explorer Pineda, and was officially discovered by Hernando de Soto in 1541. De Soto called in Rio Grande de Espiritu Santo (the Great River of the Holy Ghost). The next explorers to find it were Father Jacques Marquette and Louis Joliet (or Jolliet), who together descended its upper half in 1673. Father Marquette

wished to name it Riviere de la Conception, in fulfilment of a vow made to the Virgin if he succeeded in his expedition; this name refers to the Catholic doctrine of the Immaculate Conception of the Virgin Mary, i.e., the freedom from original sin possessed by her from the time of her conception in the womb of her mother. Joliet entered the river upon his map as Riviere Buade, in honor of his patron Louis de Buade, Comte de Frontenac et Palluau (1620-1698), Governor of New France from 1672-1698, and better known as Frontenac. In 1681 Robert Cavalier, Sieur de la Salle, descended the stream for the first time to its mouth, and on his return baptized it as the Riviere Colbert, for the famous French statesman Jean Baptiste Colbert (1619-1683), minister of finance under Louis XIV, who helped to finance La Salle's expedition. Later French Jesuit missionaries who traveled up and down the river called it Riviere de St. Louis; this name, like that of the city of St. Louis founded in 1764, was in honor of the royal saint Louis IX, who ruled France in the thirteenth century, but indirectly paid compliment to the reigning monarch Louis XV. All of these various proposed names for the mighty stream, however, were eventually discarded, and the name finally accepted by current usage was one of Indian origin, an Algonquin combination of two words "missi" (great) and "seepee" or "sippi" (river). It is a curious coincidence that the name which finally prevailed has exactly the same significance as the one earliest proposed by De Soto, the Rio Grande. (Buel, 240-241; MHR, II, 191; Dict. Am. Biog.; Miss Welty's thesis)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Missouri-Illinois Railroad

**Description:** The Illinois Southern Railroad had been built from Salem, Illinois to a point opposite Ste. Genevieve. In about 1905 it was constructed through Ste. Genevieve and St. Francois counties to Bismarck on the main line of the St. Louis, Iron Mountain, and Southern Railroad. The railroad passed through Ste. Genevieve, New Offenburg, Weingarten, Miller's Switch, Sprott, and through the Lead Belt to Bismarck. During the World War a steel hull boat for transporting the trains across the Mississippi River was purchased by the Government who had charge of the railroad at a cost of \$100,000. Since the original owner was unable to pay this bill after the war, it went into receivership. After the reorganization of the Illinois Southern it became known as the Missouri-Illinois Railroad. It is controlled today by the Missouri-Pacific Railroad. (Miles, HIST. ST. FRANCOIS COUNTY (1935) 38-39)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Molasses Dale

**Description:** A hollow one and a half miles east of Zell, in Ste. Genevieve Township. Molasses was made there from sugar cane. (Henry A. Huck)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Molasses Dale Road

**Description:** From Zell through Molasses Dale to Highway 25. (Henry A. Huck)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Morning Shade School

**Description:** In Beauvois Township. So named because the school is shaded in the morning. Cf. Evening Shade School nearby. Formerly called Boarman School for a man in the community. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Morning Sun School

**Description:** In Beauvois Township. So named because it got the sun in the morning. Discontinued since 1933. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Morrison Hollow

**Description:** Two-thirds of a mile north of Brickey's, in northern Jackson Township. Named for a family. (Albert Reed)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Mosher

**Description:** A railroad siding on the Missouri-Illinois Railroad two miles west of Ste. Genevieve. Named for Ferdinand Moser, owner of tract where one of the earliest lime kilns was located. Pronunciation probably accounts for the spelling; the earlier form of the French surname was probably Mosier, Mosieur, or the like; cf. Brashear from Brazier. (Lucille Basler; Joseph H. Klein)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Nachitoches Path

**Description:** An Indian path or trail leading from St. Anthonys on Ste. Genevieve County, in a southwestern direction through Wayne County, near Greenville, and on to Nachitoches, one of the Spanish posts of Mexico, now Louisiana. This path connected with the Virginia Warrior's Path and with a path leading north to the Osage. After the country was settled, the Nachitoches path became the military and wagon road of the immigrants to Arkansas, crossing the Mississippi River at Bainbridge or Cape Girardeau, thence moving to the St. Francois, crossing at the Indian ford, thence to Black River crossing near Poplar Bluff and Current River at what was known as Pittman's ferry. (Houck I 227- 228)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Nations Mill

**Description:** A post office from 1927-1929. An old gristmill and sawmill run by water, it was named for the mill owner. (Postal Guide; Arthur Womack; Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Needmore

**Description:** Two miles west of Brickey's, in Jackson Township. Some of the workers at the lime plant near Brickey's, opened in 1905, settled here to be more independent, since they did not like restrictions imposed on company property. In derision the neighbors said the people in the new settlement were always needing more. (Hixson's Plat Book (1930); Albert Reed)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Bourbon

**Description:** See Nouvelle Bourbon

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Bourbon Common Field

**Description:** In 1798 Lieutenant-Governor Don Zenon Trudeau made a grant of a common field to inhabitants of Nouvelle Bourbon (New Bourbon). It was known later as Grand Park or Hill Field. The French used "parc," meaning an enclosed field, as an equivalent of "champ;" for the significance of the "common field" see under Big Field, above. Hill Field describes the topography. (Houck (1908) I, 365; Sauer (1920) 85; Hixson's Plat Book (1930); McDermott)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Breman

**Description:** Between Ste. Genevieve and Ozora, one and a quarter mile from the latter. Probably named after the port from which the German settlers sailed. Bremen, on the Weser River, is, next to Hamburg, the chief seaport in Germany. The post office in 1893 was known as Bremen. No longer in existence. (Postal Guide; Yealy's SAINTE GENEVIEVE (1935) 114; Chas. Weiler)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Church

**Description:** Two miles east of Avon, in Saline Township. Built of pine logs about 1869 on two acres of land donated by John Coffman. Formerly Christian, now Baptist. Called New to distinguish it from the older Stone Church within a few miles. Known also as Pine Log Church, for its construction. (Ralph Coffman; Frank E. Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Church School

**Description:** In Saline Township. Named from the Baptist Church nearby. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Offenburg

**Description:** A post office from 1867-1889, and since 1892, in the western part of Ste. Genevieve Township. A station on the Missouri-Illinois Railroad. Named for Offenburg, a town in Baden, Germany, from which early settlers came. New Offenburg is the general name for the district. (Goodwin (1867); Postal Guide; Eaton; Mrs. R.J. Morek; Rev. Joseph A. Gassner; Rev. Chas. A. Weinig)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Tennessee

**Description:** In Saline Township, a settlement made about the beginning of the nineteenth century. Families formerly of Tennessee settled there; hence the name. (HIST. S.E. MISSOURI (1888) 254; Douglass (1912) I, 62; Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** New Tennessee United Baptist Church

**Description:** At Coffman. Church services were held formerly in the school at Avon. Now they are held in the building at Coffman donated by Tom Boyd. Named for the settlement. (Rev. A.H. Vaughn)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** North Fork Jonca

**Description:** See Jonca Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** North Fork of Saline Creek

**Description:** Rises near Libertyville in St. Francois County and flows into Big Saline Creek five miles east of Minnith. (Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** North Gabouri Creek

**Description:** Rises near Zell and flows into the Mississippi River north of Ste. Genevieve. Called "La Fourche" (i.e. "The Fork"), by old villagers of Ste. Genevieve. Named for an early settler. The oldest known document of Ste. Genevieve is a bill of sale of December, 1754, of Laurent Gabourie. It is called North Gabouri Creek to distinguish it from South Gabouri Creek (q.v.). The name appears as Gabarrie Creek in Wetmore (1837). (Wetmore (1837) 246; Hixson's Plat Book (1930); Yealy, SAINTE GENEVIEVE (1935) 30, 62; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Nouvelle Bourbon

**Description:** Two and a half miles south of Ste. Genevieve. The village was established in 1793 by order of Baron Carondelet, Governor of Louisiana, and so named, he says, "to put the new settlement under the especial protection of the august sovereign who governs Spain, and also that the descendants of the new colonists may imitate the fidelity and firmness of their fathers toward their king." The sovereign who governed Spain in 1793 was Charles IV (1788-1819), of the Spanish branch of the House of Bourbon. Bourbon, the family name of the royal house of France, Spain, and Naples, came from a castle so called in the former district of the Bourbonnais in central France. The first sire of Bourbon was Adhemar or Aimar, who lived about 920. The purpose of the settlement was to establish a number of French royalist families who had settled at Gallipolis in southeastern Ohio, but became dissatisfied there. Pierre De Hault De Lassus de Luziere was appointed first civil and military commandant when he arrived there in August, 1793. (See above, under De Lassus). Known also as the "village des Petites Cotes" (i.e. village of little hills or slopes). Later the English form New Bourbon was used. The village has now disappeared. Cf. Les Petites Cotes, the name used for St. Charles, Missouri for a number of years after its founding. McDermott says it was known as the "settlement of the little hills because the bluffs rolled back from the river rather than rose abruptly from it." (Houck (1908) I, 362, 366; Douglass (1912) I, 62; Yealy, SAINTE GENEVIEVE (1935) 67; McDermott)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Nueve Borbon

**Description:** See Nouvelle Bourbon

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Oak Grove School

**Description:** In Saline Township. Named from oaks in the vicinity. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Oakland Methodist Church

**Description:** Six miles northeast of Farmington, in Union Township. Organized about 1898 and built in a black oak grove. Discontinued in 1937. (W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Oakland School

**Description:** In Saline Township. Discontinued in 1939. The name was probably derived from the oak timber there. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Our Lady Help of Christians Catholic Church

**Description:** At Weingarten. Founded in 1872. One of the Catholic terms of adoration for the Virgin. (Rothensteiner (1928) II, 521)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Our Lady of Mt. Carmel

**Description:** A flourishing house of the Loretto Sisters established at Ste. Genevieve in June, 1837, in the building known as the Detchemendy House, named for a family, where girls of Ste. Genevieve received instruction until 1858. The Sisters of Loretto are especially devoted to the Virgin, whose home at Nazareth is said to have been miraculously transported there in 1294. Mt. Carmel in Palestine was the abode of Christian hermits from the early times of Christianity. (HIST. S.E. MISSOURI (1888) 409)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ozora

**Description:** A post office from 1901-1910. Three names were submitted: New Bremen (because of the nearby community), Ida and Ozark. Since there was already an Ozark post office in Christian County, the name Ozora was coined from the word Ozark. (Postal Guide; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ozora Marble Quarries

**Description:** One mile from Ozora. (MISSOURI (Am. Guide Series) 522)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ozora School

**Description:** At Ozora in Beauvois Township. Until 1939 called Bremen School from its location near the older settlement of New Bremen. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Park Road

**Description:** The road from Womack to the Coldwater Outing and Game Preserve (q.v.); hence the name. (Arthur Womack)



**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Petit Rocher

**Description:** See Little Rock Landing

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Pickle

**Description:** A post office from 1899-1904 in Saline Township. On land owned by William Pickles. The dropping of the 's from Mr. Pickle's name was perhaps due to folk-etymology; i.e. incorrect association with the common noun "pickle." (Postal Guide, Mrs. J.A. Konrad)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Pickle Creek

**Description:** Rises at Pickle Springs and flows into River Aux Vases four miles east of Miller's Switch. On land owned by William Pickles. (Hixson's Plat Book (1930); Mrs. J.A. Konrad; Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Pickle Knob

**Description:** In Saline Township. Hill on the property owned at one time by William Pickles. (Mrs. J.A. Konrad)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Pickle Springs

**Description:** In Saline Township. On land bought from Wm. F. Donaldson by William Pickles, January 15, 1853. (Mrs. J.A. Konrad)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Pike's Peak

**Description:** Seven miles south of Miller's Switch. Because of its height, its name is probably derived from Pike's Peak in Colorado, which has become a synonym for altitude in the American mind. It is a stock name for any unusual elevation. (Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Pin Hook Branch

**Description:** Rises four miles south of Lawrenceton and flows into Fourche a Du Clos immediately below Lawrenceton. The branch flows to form the shape of a hooked pin. (Mrs. Martin Carron; Ed Bequette)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Pine Grove School

**Description:** In Saline Township. Named from the surrounding pine trees. Formerly called Burns School, for the family on whose land the school was built. (Joseph B. Williams; H.J. Carron)



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| <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Pine Hill School<br/> <b>Description:</b> In Beauvois Township. Named from its elevation and surrounding pine trees. Formerly called Smith School for a family in the community. (H.J. Carron)<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>   |
| <p><b>Place name:</b> Pine Log Church<br/> <b>Description:</b> See New Church<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Plank Road<br/> <b>Description:</b> Probably another name for Weingarten, which was on the Plank Road (q.v.). (Goodwin (1867) 33; Leo D. Karl)<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>   |
| <p><b>Place name:</b> Pleasant Grove School<br/> <b>Description:</b> See Jackson School<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Pleasant Hill Baptist Church<br/> <b>Description:</b> Four miles west of Coffman. Organized August, 1870, by members dismissed from Texas Baptist Church of Knob Lick to form a congregation. A name of approbation. (Mrs. H.N. Vaugh)<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p> |
| <p><b>Place name:</b> Pleasant Hill School<br/> <b>Description:</b> A former school in Jackson Township. A name of approbation. (H.J. Carron)<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Pointe Basse<br/> <b>Description:</b> The Grand Champ of Ste. Genevieve was located in the Pointe Basse, in the fabulously fertile river bottoms. (Dorrance, 23)<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>   |
| <p><b>Place name:</b> Politte's Spring<br/> <b>Description:</b> Near Bloomsdale. Named for a family. (Mrs. Edward Schaaf)<br/> <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Ponca<br/> <b>Description:</b> A post office from 1910-1915, at Miller's Switch. The name Jonca, that of the discontinued post</p>  |

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| office nearby was sent in, but not being plainly written the government read it as Ponca. (Postal Guide; W.F. Yeager)   |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Potato Knob  |
| <b>Description:</b> Five miles south of Miller's Switch. The name was derived from its resemblance in shape to a potato. (Joseph B. Williams)   |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Potosi Road  |
| <b>Description:</b> From Ste. Genevieve through Bloomsdale, French Village, Valles Mines, to Old Mines and Potosi in Washington County. Named from the county seat of Washington County. (Mrs. Edward Schaaf)   |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Pratte's Ford  |
| <b>Description:</b> See Yallaly's Ford  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Price's Springs  |
| <b>Description:</b> Four miles south of Lawrenceton on the Ben Woulk farm, in northern Union Township. Formerly on land granted to John Price under the Spanish government on or about November 15, 1797. The spring was formerly called Bellfontaine or Bellefontaine, obviously partly Anglicized from the descriptive French term "belle fontaine." (Ed. Bequette) |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Pulliam Hollow   |
| <b>Description:</b> Two and three-quarter miles south of Clearwater, in Saline Township. Dave Pulliam lived there. (J.C. Nations)   |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Punjaub  |
| <b>Description:</b> See Lawrenceton   |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Quarry Hollow  |
| <b>Description:</b> One half mile north of Brickey's, in Jackson Township. It is the site of a rock quarry. (Albert Reed)   |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.   |
| <b>Place name:</b> Quarrytown   |
| <b>Description:</b> Four and a half miles south of Ste. Genevieve on the road to St. Mary's. Rock for the Eads Bridge in St. Louis was taken from the quarry here. (Davis & Durrie (1876) 436; HANDBOOK OF MISSOURI (1881) 243; Mrs. Edward Schaaf)   |

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| <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>                   |  |
| <b>Place name:</b> Quarrytown School   |  |
| <b>Description:</b> In Ste. Genevieve Township. At Quarrytown. (H.J. Carron)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> Ramey   |  |
| <b>Description:</b> Mentioned in the HANDBOOK, but nothing could be learned about its location or its name. (HANDBOOK MISSOURI RRC (1934)                              |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> Red Hill School   |  |
| <b>Description:</b> In Ste. Genevieve Township. Named from its location on a hill of red clay. Children of the district now attend the school at Zell. (Henry A. Huck) |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> Red School  |  |
| <b>Description:</b> See Jackson School   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> Richardson Sandstone Quarry   |  |
| <b>Description:</b> U.S. Survey 307, T. 37, R. 9E., about four miles south of Ste. Genevieve. Named for the landowner. (Buckley and Buehler (1904) 196; T.A. Carron)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> Rickard School  |  |
| <b>Description:</b> See Little Vine School   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> Rigdon School   |  |
| <b>Description:</b> In Beauvois Township. Named for a family. (H.J. Carron)  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> Rigdon's Mill   |  |
| <b>Description:</b> Three miles east of River Aux Vases. This was an old mill built by Joseph Coffman and later acquired by Rigdon. (Ralph Coffman)                    |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.                          |  |
| <b>Place name:</b> River Aux Vases [1 of 2]  |  |
| <b>Description:</b> Rises near Jonca in Union Township and flows into the Mississippi River about two miles north of   |  |

St. Marys. The French word "vase" means a morass or swamp. The phrase "aux vases" signifies muddy, swampy. The crossings were dangerous because of quicksand. The original French form Riviere aux Vases is used in some references. (McDermott; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** River Aux Vases [2 of 2]

**Description:** A small town in Beauvois Township, with a post office since 1876. The river nearby gave its name to the settlement. The town is also called Staabtown, from Charles Staab (1848-1925), who opened a store in 1875. The town was built around this store. Mr. Staab was postmaster from June 26, 1879 to 1924. His grandson is the present postmaster and owner of the store. (Postal Guide; F.F. Staab; J.H. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Riviere aux Vases

**Description:** See River Aux Vases

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Riviere Buade

**Description:** See Mississippi River

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Riviere Colbert

**Description:** See Mississippi River

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Riviere de la Conception

**Description:** See Mississippi River

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Riviere de la Saline

**Description:** See Saline Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Riviere de St. Louis

**Description:** See Mississippi River

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Robbins Lead Mine

**Description:** T. 39N., 6E., Sec. 13 & 19 to the east. The origin of the name could not be ascertained. (Winslow (1894) II, 700)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis.,

University of Missouri-Columbia, 1944.

**Place name:** Rock Spring

**Description:** One quarter mile north of Coffman. So named because the spring flowed out of rocks. (Mrs. Goforth Ditch)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Rock Spring School

**Description:** An old subscription school one-quarter of a mile north of Coffman. Named from Rock Spring. (John H. Patterson; Mrs. Goforth Ditch)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Rolf

**Description:** A post office from 1901-1910, four miles west of Kinsey in Jackson Township. No particular reason for the name could be learned. It is spelled Rolfe in Postal Guide 1901. (Postal Guide; Mrs. Sarah J. Poorman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Rolfe

**Description:** See Rolf

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Rough Creek

**Description:** Rises two and a half miles west of Weingarten and flows into Jonca Creek four miles east of Weingarten. A rough, rocky creek. (J.A. Kettinger)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Rozier Academy

**Description:** This is one of the oldest educational institutions in the Middle West. It was organized as a secondary school in December, 1807, and incorporated on June 21, 1808. The earliest name proposed for the school was the Louisiana Academy. This name was evidently chosen for the District of Louisiana, of which the town and county of Ste. Genevieve (q.v.) was a part from 1804 to 1812. After Missouri Territory (q.v.) was formed in 1812, the name was changed to Ste. Genevieve Academy, for the town. The Academy was opened, on Academy Hill (q.v.) in Ste. Genevieve, in 1818. In 1854, after a period of suspension, the old school was reopened as an academy for the education of boys, under the name of English and Classical Academy, by the efforts of a prominent citizen of Ste. Genevieve, General Firmin Andrew Rozier. General Rozier was born there in 1820, became a lawyer, and took an increasingly important part in the political life of his section of the State. In 1851 he was elected mayor of Ste. Genevieve, and a member of the lower house of the State Legislature in 1856. He was an admirer and follower of Senator Thomas H. Benton. Shortly before the Civil War he was made a major-general of the Southeast Missouri Militia. After the war he was elected State Senator in 1872. He was author of a book entitled HISTORY OF THE EARLY SETTLEMENT OF THE MISSISSIPPI VALLEY, published in 1890. He died on February 11, 1897. General Rozier took a deep interest in education throughout his life. He secured title to the property of the Academy near his own home, and contributed freely of his money, his time, and his talents. Later the institution became known in his

honor as Rozier Academy. It was closed in 1862, upon the breaking out of the War. (HIST. S.E. MISSOURI (1888) 408-9; Yealy, SAINTE GENEVIEVE, 124-8; U.S. BIOG. DICT., Missouri vol. (1878) under "Rozier")

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Rue Royale

**Description:** See King's Highway

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Sacred Heart Catholic Church

**Description:** At Ozora. The parish was formed in 1899. For the name cf. above. (Rev. Bernard Kramper)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Salem Creek

**Description:** Rises 3/4 mile northeast of Three Rivers Baptist Church and flows into Three Rivers three and a half miles from its source. Named from Salem Methodist Church. (Mr. & Mrs. R.J. Reeder; W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Salem Methodist Church

**Description:** In Union Township. A Biblical name: the city of Melchizedek, who met Abraham; supposed to be Jerusalem; Rather the same as Salim, a city near Aenon, on the west of Jordan, now called Shalem. "In Salem also is his tabernacle, and his dwelling place in Zion" (Ps. 76:2). The word in Hebrew means "peace." (Mrs. J.N. Young)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Salem School

**Description:** In Union Township. Named from Salem Methodist Church. The school in the district was formerly called Doss School for a nearby landowner, Alfred Doss. (J.N. Young; H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Saline Baptist Church

**Description:** At Minnith, near Saline Creek, for which it is named. (J.H. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Saline Creek

**Description:** Rises in Perry County and flows into the Mississippi River one mile north of St. Mary's. Often called Big Saline to distinguish it from North Fork of the Saline and Little Saline. On the map of the "course of the Mississipp . . . in the latter end of the year 1765 by Lieutenant Ross . . . London . . . 1775" it is called Salt Pan's River, an attempted Americanization of the original French name. "Riviere de la Saline" according to Penicaut was so named from the two salt springs found there (1700). These were known as the Salines, or in Spanish Las Salinas. In 1541, De Soto had sent Hernando de Silvera and Pedro Moreno from Capaha, with Indian guides, to obtain a supply of salt

from a saline stream to the north, presumably the Saline Creek in Ste. Genevieve County. Joutel in his JOURNAL tells that he saw the salt spring (on Saline Creek in Ste. Genevieve County) August 25, 1687. (JOUTEL'S JOURNAL 1684-7 (1906) 186; Houck (1908) I, 113, 247, 277; Bushnell (1914) 643; Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Saline Creek Iron Bank

**Description:** T. 37, R. 7, E., Sec. 12. The owners or lessees were the Kaufman estate. Named from the creek. (Schmidt (1872) 196)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Saline Township

**Description:** One of the two original townships. Saline Creek is within its boundaries. (HIST. S.E. MISSOURI (1888) 314)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Saline Valley Railroad

**Description:** See Cape Girardeau Northern Railroad

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Salt Pan's River

**Description:** See Saline Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Salt Point

**Description:** A post office in 1853. No information could be obtained about this old post office. (Hayward (1853))

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Saltpeter Cave [1 of 2]

**Description:** See Saline Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Saltpeter Cave [2 of 2]

**Description:** A large cavity near the left bank of Little Saline Creek, about twelve miles southwest of Ste. Genevieve. Saltpetre was made there. (Bushnell (1914) 662; J.H. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Sand Dale Landing

**Description:** See White Sand Landing

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis.,

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| University of Missouri-Columbia, 1944.   |  |
| <b>Place name:</b> Santa Genoveva  |  |
| <b>Description:</b> See Ste. Genevieve   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Sauer School  |  |
| <b>Description:</b> A former school in Ste. Genevieve Township. Named for a family in the community. (H.J. Carron)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Sawmill Creek   |  |
| <b>Description:</b> Rises two miles west of Weingarten and flows into Establishment Creek four miles east of Weingarten. The name is derived from a large sawmill on the creek. (Mrs. R.J. Morek; Chas. Morek) |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Sawmill Hollow  |  |
| <b>Description:</b> See Bidwell Hollow   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Scott School  |  |
| <b>Description:</b> In Union Township. Named for Dr. Scott, who lived nearest the school. (Wm. O'Sullivan; H.J. Carron)  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Sexauer's Trestle   |  |
| <b>Description:</b> One half mile east of Marlo on the Missouri-Illinois Railroad, on the property of the Sexauer family. (Louis J. Donze)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Shady Grove School  |  |
| <b>Description:</b> In Ste. Genevieve Township. Built in a shady grove. Formerly called Kunkle School for a family in the community. (H.J. Carron)   |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Sherlock and Robinson Sawmill   |  |
| <b>Description:</b> On Jonca Creek. The owners were Ralph and Henry Sherlock and Phil Robinson. (Ralph Coffman; Frank E. Coffman)  |  |
| <b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.  |  |
| <b>Place name:</b> Sherlock Gristmill  |  |



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| <p><b>Description:</b> On Mill Creek, one half mile from the town River Aux Vases (q.v.). Named for its owner. Formerly owned by Janis, and known as Janis Gristmill. (Ralph Coffman; F.F. Staab)</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>   |
| <p><b>Place name:</b> Silver Point Christian Church</p> <p><b>Description:</b> At Womack. Built in 1888, the church building is now called Silver Point Union Church because it is used by more than one denomination. The new Christian Church kept the denominational name of the old church. Built on a point of land, here probably used in the sense of a hill. The reason for the adjective "silver" is not apparent. (Arthur Womack)</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p> |
| <p><b>Place name:</b> Silver Point Union Church</p> <p><b>Description:</b> See Silver Point Christian Church</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Smith School</p> <p><b>Description:</b> See Pine Hill School</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Snell Hollow</p> <p><b>Description:</b> One half mile south of Brickey's. Named for a local family. (Albert Reed)</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>   |
| <p><b>Place name:</b> South Fork</p> <p><b>Description:</b> Rises north of Kinsey and flows into Isle au Bois Creek west of Highway 25. The name is descriptive of its direction. (T.A. Carron)</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>   |
| <p><b>Place name:</b> South Fork Jonca</p> <p><b>Description:</b> See Jonca Creek</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>   |
| <p><b>Place name:</b> South Gabouri Creek</p> <p><b>Description:</b> Rises near Zell and flows into the Mississippi River south of Ste. Genevieve. Named for an early settler; cf. North Gabouri Creek. (Mrs. Edward Schaaf)</p> <p><b>Source:</b> Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.</p>  |
| <p><b>Place name:</b> Sprott</p> <p><b>Description:</b> A post office from 1904-1918, in Union Township; a station on the Missouri-Illinois Railroad. Named for John Sprott, who had an interest in a store there. (Postal Guide; Mrs. Sarah A. Reeder; W.F. Yeager; Wm. O'Sullivan)</p>   |

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ss. Philip and James Catholic Church

**Description:** At River Aux Vases. The church was built in 1864. The district school is taught by the Sisters of the Precious Blood. Named for the Apostles. (Rev. J.A. De Moor)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Anthony's Catholic Church

**Description:** At River aux Vases, where as early as June, 1842, a chapel was dedicated to St. Anthony, sometimes known as Anthony the Great, the founder of Christian asceticism (251-356). It is no longer there. (Rothensteiner (1928) II, 70)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Catherine Catholic Church

**Description:** At Coffman. Organized in 1919 by Rev. John F. Walsh. Named in honor of St. Catherine of Alexandria (d. 307), patroness of young maidens and female students, who was famous for her intellectual abilities. (Rothensteiner (1928) II, 705; CATH. ENCY. III, 445; Rev. James McGrath)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Francois de Sales Academy

**Description:** Opened in Ste. Genevieve in 1858 by the Sisters of St. Joseph. Closed after the public school system was established. Named for St. Francis de Sales (1567-1622), who founded in 1607 the Institute of the Visitation of the Blessed Virgin, for young girls and widows, who did not have strength or inclination for great orders. (HIST. S.E. MISSOURI (1888) 409; CATH. ENCY. VI, 220)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Joachim

**Description:** The church of the old village of Ste. Genevieve, whose records date from 1759, was organized in 1749 by Jesuit Father Philibert Watrin. St. Joachim is the traditional name of the father of the Virgin Mary. (Houck (1908) II, 292; Rothensteiner (1928) I, 82; CATH. ENCY. VIII, 406)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Joseph's Catholic Church

**Description:** At Zell. The cornerstone was laid June 8, 1845, in the heart of a German settlement of some seventy-one families. For the name cf. above. (Douglass (1912) I, 451; Rev. Chas. A. Weinig)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Laurent Creek

**Description:** Rises in Saline Township of Perry County and flows into the Mississippi River near St. Marys to form a part of the boundary between Ste. Genevieve County and Perry County. Laurent is the French form of Lawrence. St. Lora Creek is another name of the same stream; probably it is merely an Americanized pronunciation of the French "Laurent," although there is an obscure woman saint by the name Lora or Laura. (Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Lawrence's Catholic Church

**Description:** At Lawrenceton. Dedicated in 1872. Named for St. Lawrence (d. 258), one of the deacons of the Roman church. (Rothensteiner (1928) II, 518; CATH. ENCY. IX, 89)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Lora Creek

**Description:** See St. Laurent Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Louis and San Francisco Railroad

**Description:** This railroad had its origin in the southwestern branch of the Pacific Railroad of Missouri. In 1869 it was called Atlantic and Pacific, but in 1876 it became the St. Louis and San Francisco Railroad, for its expected termini. Frisco is the popular name. The southern branch runs south from St. Louis through Jefferson County almost parallel to the Missouri Pacific Railroad, and in Ste. Genevieve County almost parallel to the Mississippi River. Another branch enters Crawford County in Boone Township and leaves it east of Fanning to enter Phelps County, while the Salem branch of the Frisco extends from Cuba Junction to Salem in Dent County. (ENCY. ST. LOUIS (1899) 1855-6; Miss Welty's thesis)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Mary

**Description:** See St. Marys

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Marys

**Description:** In 1839, Miles A. Gilbert (1810-1901), bought land between River Aux Vases and St. Lora Creek. He succeeded in having a post office located here, which was known as Yankeetown (since Gilbert had come from New England), sometime between 1839 and 1847. Below St. Lora Creek was a landing called Bird's Landing, for its owner. Later this was bought by Joseph Pratte and run by him from 1826 until his death in 1847, and called Pratte's Landing. Freight for the St. Mary's Seminary (est. 1818), at what is now Perryville (in Perry County), was landed there. Gilbert induced Bernard Pratte, son of Joseph Pratte, to move the landing to Yankeetown. Since St. Mary's Seminary (dedicated to the Virgin Mary) received the most freight here, it was called St. Mary's Landing. At present, the Mississippi River does not flow near the town. Wetmore (1837) and Hayward (1853) designated St. Mary's Landing as a post office. Goodwin (1867) called the post office St. Mary's. The post office is now spelled St. Marys. According to the postmaster, the name of the town is now St. Mary. (Wetmore (1837); Hayward (1853); Goodwin (1867); Postal Guide; Mrs. Edward Schaaf; Genevieve M. Pratt)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Mary's

**Description:** See St. Marys

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis.,

University of Missouri-Columbia, 1944.

**Place name:** St. Mary's Landing

**Description:** See St. Marys

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Peter's Catholic Chapel

**Description:** At what is now Ozora, a chapel was blessed on November 29, 1847. The present church is called Sacred Heart (q.v.). Named for the Apostle. (Rothensteiner (1928) II, 77)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** St. Philomena's Catholic Church

**Description:** At Bloomsdale. The first church cornerstone was placed and blessed on June 30, 1851. Named for a Roman saint about whom nothing is known. (HIST. S.E. MISSOURI (1888) 529; Rothensteiner (1928) II, 518; CATH. ENCY. XI, 25)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Staabtown

**Description:** See River Aux Vases

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Staples Hollow

**Description:** Three miles south of Brickey's. Named for a local family. (Albert Reed)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** State Road

**Description:** From St. Marys to Jefferson City. So called because the state had it surveyed. (Frank E. Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve

**Description:** The oldest permanent settlement in Missouri. Tradition assigns the founding of the old town to 1735. Two old maps of the middle Mississippi, one obviously copied from the other and both dated 1755, have this phrase beneath the name of Sainte Genevieve, "Village Francois etabli depuis 3. ans." This would place the settlement of the village in 1752. The period following the numeral may have been an abbreviation for 30 or 33, or the engraver may have omitted another numeral. In 1764, Father Phillibert Watrin, S.J., said that there was a new village established under the name of Sainte Genevieve fifteen years before. This would make the date 1749. From the position of the phrases the statement could be interpreted that there was an older village which had been moved to a different site in that year. Captain Pittman, writing in 1767, says that "the first settlers of this village removed about twenty-eight years ago from Cascasquias." This would make the date 1739. On May 25, 1732 Father Mercier, the Superior of the mission at Cahokia, wrote to one of the priests at Seminary of Quebec that scarcely a month before he had sent him with Louis Poulin from the parish of Saint Joachim some papers and documents. For many years Saint Joachim was patron of the church at Ste. Genevieve. Evidently St. Joachim was a parish of Ste. Genevieve, and it was in existence as early as 1732. In 1881 a citizen of Ste. Genevieve discovered the remains of an old

well near the site of the earlier settlement, on which was cut the date 1732. In 1798 Zenon Trudeau, the Spanish lieutenant governor informed his government that inhabitants of the old village had been subject to inundations for more than sixty years and had to move their homes to higher ground. It was the flood of 1785 that caused many of the inhabitants to abandon the old site. By 1787, almost all the dwellings had been moved to the new site. This would make the date in the 1720s. Some years after the opening of Renault's mines in 1723 in present-day Washington County the lead was taken to Ste. Genevieve for shipment across the river. It may be that this would have led to the founding of a settlement. It can be safely asserted that the village was founded as early as 1732 and perhaps a few years earlier. The inhabitants of Kaskaskia gave the settlement the derisive name Misere (i.e. Poverty). On this nickname McDermott says: "Generally held to signify, jokingly, that the town was a place of little importance. But cf. 'pays de misere,' which apparently means barrens. Barren and gravelly veins of earth, called by the Canadians pays de misere' (Collot, JOURNEY IN NORTH AMERICA, I, 4, 1796)." Cf. the nicknames Paincourt for St. Louis, Vide Poche and Pain de Sucre for Carondelet, etc. It was named for Sainte Genevieve, patroness of Paris. She is reputed to have saved the city from Attila by her prayers in 451. She died at Paris, January 3, 512. Possibly the name was chosen because the settlement was made on or near her feast day; more probably it was selected in honor of the capital city of the native land of the original settlers. The abbreviation "Ste." preserves the French feminine form "Sainte." (Pittman, EUROPEAN SETTLEMENTS (1906) 95; Houck (1908) I, 337-339; Yealy, SAINTÉ GENEVIEVE (1935) 21-27; McDermott, under "Misere")

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve Academy

**Description:** See Rozier Academy

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve Catholic Church

**Description:** At Ste. Genevieve. Named in honor of Ste. Genevieve, patroness of Paris (419 or 422- 512). (CATH. ENCY. VI, 413)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve County

**Description:** In 1763 France gave up her territory in America. To England were ceded Canada and all the territory of Louisiana and Illinois east of the Mississippi River, except New Orleans; to Spain were granted by secret treaty the country of Louisiana and Illinois west of the Mississippi River and New Orleans. Ste. Genevieve was one of the original districts. It comprised all the territory between the Meramec River to the north and Apple Creek to the south. There was no western boundary. In 1800 by the treaty of Ildephonso Louisiana, owned by Spain, was ceded back to France. In 1804 the territory was divided, and that north of the 33rd parallel was known as the District of Upper Louisiana. The same five districts were re-established. In 1812 by Act of Congress, Missouri Territory was formed, and the five districts were called counties. Ste. Genevieve County then was established on October 1, 1812, by proclamation of Governor William Clark. Later in 1812 a portion of Ste. Genevieve County around what was called Mine a Breton was set apart as Washington County. In 1818 Jefferson County was established out of St. Louis and Ste. Genevieve counties and Madison County out of Ste. Genevieve and Cape Girardeau counties. In 1820 Perry County was formed from Ste. Genevieve. In 1821 St. Francois County was made from parts of Ste. Genevieve, Jefferson, and Washington counties. On the northeast Ste. Genevieve is bounded by the Mississippi River, on the southeast by Perry County, on the southwest by St. Francois County, and on the northwest by St. Francois and Jefferson counties. Named from the town of Ste. Genevieve. (HIST. S.E. MISSOURI (1888) 183; Eaton; Houck (1908) II, 377-380;

Violette (1918) 78-80)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve Landing

**Description:** See Volney

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve Lime and Quarry Company Kilns

**Description:** West of Ste. Genevieve. Site of the early lime kiln of Ferdinand Moser. Named for the company. (John Walker)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve Township

**Description:** One of the two original townships; named for the town. (HIST. S.E. MISSOURI (1888) 314)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ste. Genevieve, Iron Mountain and Pilot Knob Plank Road

**Description:** This road extended from Ste. Genevieve to Iron Mountain by way of Farmington, a distance of forty-two miles. The road was incorporated on February 7, 1851, and finished in 1853 with toll gates. The construction consisted of heavy timbers laid lengthwise with the road and oak boards eight feet long nailed crosswise. Iron from Pilot Knob in Iron County and from Iron Mountain was taken to Ste. Genevieve, and freight and supplies were brought back. The road furnished the principal means of transportation for most of the products used in the section until 1857, when the St. Louis and Iron Mountain Railroad was built. Although portions of the road were abandoned as tolls at various times, all tolls of the St. Francois County portion were not removed until 1902. It is commonly called the Plank Road. (Miles, HIST. ST. FRANCOIS (1935) 26-27)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Stone Methodist Church

**Description:** About one and a half mile from New Church near Avon, in Saline Township. A man named McFarland was instrumental in getting it built. It is built of stone. (Ralph Coffman; Frank E. Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Stony Point School

**Description:** In Jackson Township. The countryside is very rocky. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Suck Lick Creek

**Description:** Rises at a spring eight miles south of Lawrenceton and flows into Fourche a Du Clos near its intersection with the highway. The deer licked at rocks along its banks for salt; hence the name. (Ed Bequette)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis.,

University of Missouri-Columbia, 1944.

**Place name:** Sugar Creek

**Description:** Rises one mile north of Zell and flows into the Mississippi River about one mile south of White Sand Landing, just north of Ste. Genevieve. It was named for the sugar maple trees along its banks. For the making of maple sugar in early times, elsewhere in the county, see Les Sucrieries, above. On some maps this stream is named Frenchman Creek, obviously for the French who were the first settlers in the locality. Another name, evidently the oldest, is Fourche Polite Creek. (HIST. S.E. MISSOURI (1888) 202; Hixson's Plat Book (1930); McDermott; Felix A. Fallert; T.A. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Swansea Copper Mine

**Description:** Four miles north of Cornwall Copper Mine. Opened in 1876 by Leon Jokerst, who, following the lead of Mr. Harris, named it Swansea. Swansea, in Wales, is a great center of the copper trade. (Bain & Ulrich (1905) 36-37; Weller & Clair (1928) 331)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Swink Hollow

**Description:** Three miles northeast of Womack. Named for a family. (W.J. Lenz)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Taylor Creek

**Description:** Rises six miles northeast of Farmington and flows into Wolf Creek one half mile north of Valley Forge. Named for George Taylor, who before and after the Civil War owned 1000 acres in the vicinity. (W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Taylor School

**Description:** In Union Township. Named for George Taylor, landowner. (W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Telegraph Road

**Description:** See King's Highway

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Terre Bleu Creek

**Description:** See Terre Blue Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Terre Bleue Creek

**Description:** See Terre Blue Creek

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.



**Place name:** Terre Blue Creek

**Description:** Rises in Union Township, Ste. Genevieve County, two miles northeast of Sprott and flows into Big River about two miles northeast of Bonne Terre, in Perry Township, St. Francois County. The name was derived from the bluish earth around the stream. Other and older spellings are Terre Bleue and Terre Bleu. (Campbell's ATLAS (1873); Conard (1901) V, 430; Buckley (1908) I, 6; Hixson's Plat Book (1930); Shelt T. Horn; Mr. & Mrs. R.J. Reeder)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** The Asylum

**Description:** A school opened in 1815 near Ste. Genevieve by Joseph Hertich, a native of Switzerland. It was also called Hertich Academy. It closed some twenty-five years later. This was the first school in the state to put into practice the principles of education set out by Pestalozzi (1746-1827), the famous Swiss educational reformer, who turned his farm in 1775 into a kind of asylum or industrial home for the children of paupers. The name of Hertich's school was thus used in the true Pestalozzian spirit. (HIST. S.E. MISSOURI (1888) 245, 408, 559; Houck (1908) III, 68; Douglass (1912) I. 556)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** The Big Field

**Description:** Common field south of Ste. Genevieve, extending to the River AuxVases on the Mississippi River bottoms. The original French name was "Le Grand Champ." This, according to McDermott, was the usual name for the common-field of a French village; it was also known as the "grand carre" or "quarre." In addition to his house lot each inhabitant was granted one or more lots in the common-fields, that portion of the nearby lands set apart for cultivation. Such lots (generally one arpent front by forty deep), were granted in strips after the manner of land distribution in medieval Europe, and became the private possession of the individual holder. The common-field was separated from the commons by a fence of which each person was required to maintain the section that crossed his land. Houck points out that in 1907 the "big field" of Ste. Genevieve was still cultivated in this manner. Brackenridge gives a detailed account of the common-field at Ste. Genevieve, and Billon and Dorrance describe the case of its fences. The common field is not to be confused with the commons (Fr. la commune), which was an area set apart and used in common by all inhabitants of the village for the gathering of firewood and the pasturage of animals. (Conard (1909) I, 271; Houck (1908) II, 24-25, 233; Douglass (1912) I, 52, 56; Billon, ANNALS, 216-220; Dorrance, 23-24; McDermott, under "champ" and "commune")

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** The Chalybeate Springs

**Description:** Situated near the town of Ste. Genevieve on River AuxVases and owned by Judge William James. So called because of the iron content of the water. (Rozier (1890) 326; Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** The Louisiana Academy

**Description:** See Rozier Academy

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** The Old Lead Road



**Description:** The road from Mine La Motte in Madison County to Ste. Genevieve. The journey, conveying lead either on horses or by oxen, consumed not less than two days. Travelers usually camped at the crossing of Saline Creek where the Burnt Mill (in Perry County) is. In the early days, roads or trails were marked by notches cut out of the trees. This road was marked by three notches and is also known as the Three Notch Road. It is said to be the oldest road in Missouri. (Mrs. Edward Schaaf; J.H. Boyd)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** The Plank Road

**Description:** See Ste. Genevieve, Iron Mountain and Pilot Knob Plank Road.

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** The Salines

**Description:** See Las Salinas

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Thomure

**Description:** A railroad siding at Little Rock Landing. Named for F.J. Thomure, superintendent of the Mississippi River and Bonne Terre Railroad. (HANDBOOK MISSOURI R. R. C. (1934); J.F. Zimmer)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Three Notch Road

**Description:** See The Old Lead Road

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Three Rivers

**Description:** Rises six miles northeast of Farmington and flows into Terre Blue Creek. The reason for the name is said to be that three creeks come together to form the stream. (W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Three Rivers Baptist Church

**Description:** Five miles north of Farmington. Organized in 1832. Named probably from the camp-meeting grounds on the nearby Three Rivers. (Mrs. F.M. Horton)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Thurman

**Description:** A post office from 1900-1910, in Union Township, on the Potosi Road about two miles east of Scott School. Named for a family. (Postal Guide; W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Thurman School

**Description:** In Union Township. Named for the donor of the land for the schoolhouse, Green Thurman. (Ed Bequette)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Tom Dodge Hill

**Description:** Four and a half miles east of Miller's Switch. Named for a sawmill man who lived there. (Joseph B. Williams)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Trotman's Hill

**Description:** Near Kehl School, in Ste. Genevieve Township. Named for a family who lived on its top. (Mrs. Edward Schaaf)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Turley Mill

**Description:** A gristmill ten miles north of Farmington. Named for the owners, Rolla Turley and his brother. (W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Turley Mill Road

**Description:** From Farmington to Turley Mill. (W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Turley School

**Description:** In Union Township. Named for the family. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Ulam

**Description:** A post office from 1890-1904, on Saline Creek six miles east of Avon. A Biblical name chosen by John Dunklin. Ulam was the son of Sheresh, grandson of Manasseh (1Chron. 7:16). The name is thought to mean "solitary." Apparently Mr. Dunklin meant the name to suggest that Ulam was a solitary place. As a matter of fact, a closer examination of the genealogy of the Twelve Tribes given in 1 Chron. reveals that Ulam was the great-grandson, not the grandson of Manasseh, and the latest authorities declare that his name means "foremost." (Postal Guide; C.A. Boyd; Mrs. Wm. Snyder)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Union Baptist Church

**Description:** Organized May 7, 1832, by Elder James Williams, T.B. Green, and James Cundill. An ideal name. (Duncan (1882) 303; Douglass (1912) I, 469)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Union Township

**Description:** Formed in 1834 from the western portion of Jackson Township. Perhaps the choice of name was suggested by President Jackson's well-known championship of national unity. (HIST. S.E. MISSOURI (1888) 314)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Unity School

**Description:** In Saline Township. An ideal name. Formerly called Womack School, from the town. (H.J. Carron)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Valle High School

**Description:** Organized in Ste. Genevieve in 1925, a parochial high school named for Felix and Odile Valle, great benefactors of Ste. Genevieve parish. (Yealy, STE. GENEVIEVE (1935) 133)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Valle Spring

**Description:** See Valle Spring Branch

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Valle Spring Branch

**Description:** Rises at Valle Spring one and a half miles south of Ste. Genevieve and flows into the Mississippi River about two miles south of Ste. Genevieve. Named for the family. (HIST. S.E. MISSOURI (1888) 604; Yealy, STE. GENEVIEVE (1935) 62; Lucille Basler)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Valle Spring Cemetery

**Description:** Near Valle Spring; hence the name. Established in the 1880s after no more burials were allowed in the old cemetery in Ste. Genevieve. (Lucille Basler)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Village des Petites Cotes

**Description:** See Nouvelle Bourbon

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Volney

**Description:** A post office in 1837. Formerly known as Ste. Genevieve Landing one mile from Ste. Genevieve. Count Constantin Francois de Chasseboeuf de Volney (1757-1820), famous French author and statesman, has nearly a dozen American places named for him. Volney's RUINS (first published in 1791) was an exceedingly popular book in the earlier days with American readers. (Wetmore (1837) 170)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Weingarten

**Description:** A small town in western Ste. Genevieve Township and a station on the Missouri-Illinois Railroad, with a post office since 1887. It was platted in 1837 by Jacob Wolf and others. Seraphin B. Donze, the first postmaster, named it for the town in Wurttemberg from which his parents had come. It seems also to have been known as Plank Road (q.v.). (Postal Guide; J.A. Kettinger)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** White Oak Creek

**Description:** Rises six miles northeast of Farmington and flows into Terre Bleue about eight miles northeast of Farmington. Named from the white oak timber in the vicinity. (W.F. Yeager)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** White Sand Landing

**Description:** A place on the Mississippi River to which pure white sand from caves ten miles northwest of Ste. Genevieve was hauled; hence the name of the landing. An older name is Sand Dale Landing. (Yealy, SAINTE GENEVIEVE (1935) 115, 116; Joseph H. Klein)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Wilder Sandstone Quarry

**Description:** U.S. Survey 307, T. 37, R. 9E. about four miles south of Ste. Genevieve. Named for the landowner. (Buckley & Buehler (1904) 197; George Herzog)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Willow Pond

**Description:** Three miles west of Kinsey, in Jackson Township. So named, because of willows around the pond, by Edward Logn, who had a store there. (Goforth Ditch)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Wolf Hollow

**Description:** One and a quarter miles north of Brickey's, in northern Jackson Township. Wolves were found there in the early days. (Albert Reed)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Womack

**Description:** A small town in the southern tip of Saline Township, with a post office since 1895. Named for R.M. Womack, the first postmaster. (Postal Guide; Arthur Womack)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Womack School

**Description:** See Unity School

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Yallaly's Ford

**Description:** Two miles east of Minnith over North Fork of Saline Creek. Named for a man who lived there. Also called Pratte's Ford, for an earlier resident. (Ralph Coffman)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Yankeetown

**Description:** See St. Marys

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Zell

**Description:** A town in Ste. Genevieve Township, with a post office from 1886-1922. Named for a town in Baden, Germany, about ten miles southeast of Offenburg, from which the settlers came. (Postal Guide; Rev. Chas. A. Weinig)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

**Place name:** Zell Cave

**Description:** At Zell. A natural cave opened by Lawrence Huck in July, 1938. (Lawrence Huck)

**Source:** Zimmer, Gertrude M. "Place Names Of Five Southeast Counties Of Missouri." M.A. thesis., University of Missouri-Columbia, 1944.

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